MICROFILM

START OF ROLL

ROLL NO.

175

construction

Contracts

3095 Little Deschutes River (Burgess) Br. Section N of LaPine. (Structure) 1975

CA 5145 11-29-74

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: May 20, 1976

County Deschutes Contract No. 8095 Date Completed 7/26/75

FAS 555 Section Little Deschutes River (Burgess) Br.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payments to Contractor	$103,182.40
Engineering	11,047.73
Equal Opportunity	153.23
Total Federal Part.	$114,383.36
Payment to Contractor - interest	$ 27.07
Engineering	232.19
	$259.26

Total cost of Project $114,642.62
Federal funds collected 89,436.35

Per agreement County's share of construction costs are as follows:

$\frac{1}{2}$ ($114,383.36 - $89,436.35 + $232.19) + $27.07 = $12,616.67

County's advance deposit	$14,300.00
County's share of construction costs	12,616.67
To be refunded to County	$ 1,683.33

Reference: Billing Form cc 1566

8095

45

October 21, 1975

United Pacific Ins. Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On October 20, 1975, we wrote to you concerning release of final payment on Contract No. 8095 awarded to Douglas S. Coats Construction for work on the Little Deschutes River (Burgess) Bridge Section of FAS 555 in Deschutes County.

Final payment on this contract is $5,413.53 and the total contract amount is $103,182.40 including $51.76 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Douglas S. Coats Construction
Route 2, Box 1620
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem

October 16, 1975

R D Church for

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project
Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 8095, Work Completed July 26, 1975

Project Little Deschutes R. (Burgess) Bridge

Highway FAS 555, County Deschutes

Type of Work Structure

Contractor Douglas S. Coats Construction

Recommended Acceptance Date October 16, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:md

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED
STATE HIGHWAY ENGINEER
DATE: 10-17-75

RECEIVED
STATE HWY ENGR
OCT 17 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

10-20
e o
fm

8095

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Little Deschutes River (Burgess) Bridge		WEEK ENDING: October 4, 1975
		SECTION PREFIX: 509-1087
HIGHWAY: FAS 555		COUNTY: Deschutes
NAME OF JOB: Little Deschutes River (Burgess) Br.	KIND OF WORK: Structure	
CONTRACTOR: Douglas S. Coats Construction	CONTRACT NUMBER: 8095	FEDERAL AID PROJECT NUMBER: RS-142(2)
DATE OF CONTRACT: January 14, 1975	DATE WORK STARTED: February 24, 1975	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED: 117
	SPECIFIED CALENDAR DAYS: 180	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 65
PROJECT AUTHORIZATION: $ 118,925.30		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST excl. of engr.: 100
EXCLUSIVE OF ENGINEERING: $ 109,495.10	ENGINEERING AUTHORIZATION $ 9,430.20 670.36 This week:	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION incl. engr.: 95
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 103,245.08	ENGINEERING COST TO DATE $ 9,920.36	DATE PROJECT WAS COMPLETED
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 9.4 %	PERCENT OF AUTHORIZATION: 105 %	July 26, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
Project completed.
No equipment used.

Truck Crane- Compressor Other-
Pile Driver- Flat bed truck- Other-
Tractor w/backhoe- Pickup- Other-

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7731-A						
PERCENT	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9/28	Clear, warm	0		Project completed.
MONDAY 29	Clear, warm	0		
TUESDAY 30	Clear, warm	0		
WEDNESDAY 10/1	Clear, warm	0		
THURSDAY 2	Overcast, warm	0		
FRIDAY 3	Cloudy, cool	0		
SATURDAY 4		0		

Routing
Keasey Bond Jackmond Harwood Johnsen Walker
Richards Glenn Berg

RECEIVED
OCT 6 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 9/28/75	Project completed. No crew or contractor activity. F.S.___men, Insp.___men, Outside this crew:_____
MONDAY 9/29/75	F.S.__men, Insp.__men, Outside this crew:_____
TUESDAY 9/30/75	F.S.__men, Insp.__men, Outside this crew:_____
WEDNESDAY 10/1/75	F.S.__men, Insp.__men, Outside this crew:_____
THURSDAY 10/2/75	F.S.__men, Insp.__men, Outside this crew:_____
FRIDAY 10/3/75	F.S.__men, Insp.__men, Outside this crew:_____
SATURDAY 10/4/75	F.S.__men, Insp.__men, Outside this crew:_____

REMARKS

This week: Project completed. Semi-final submitted to Region Thursday, 10/2/75. This is the final weekly report on this contract.

Next week:

Const. (3)
Region (1)
File (1)

SIGNED N. D. Krehbiel LOCATION Redmond

N. D. Krehbiel

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

jur 555 - Desch Co

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
S-142(2)

STATE PROJECT NO.
Little Deschutes River (Burgess)Bridge Section

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

COUNTY NAME
Deschutes

ITEM NO.
S-26

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

9-25-75

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	September 25, 1975	Secondary Route 555
		STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
Program Change

RECEIVED
COUNTY & CITY SECTION
SEP 26 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)
Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of November 26, 1974 approved this project for inclusion in the Federal-aid Program.

As requested in Mr. Rulien's September 23, 1975 PR-9, I approve the program change as follows:

Change Appropriation Code to "022"

Change Project Prefix to "S"

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-25-75	C R Burglardt	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 6-61)

Budget Bureau No. 41-R2068; Approval

U.S. DEPART BURE

RECEIVED
COUNTY & CITY SECTION
SEP 26 1975
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD																			
2	REPORT NUMBER (18)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65							ADT		FUTURE (66)–(70)	YEAR (71)–(72)	REGION (74)–(75)	STATE NAME				STATE CODE (2)–
		Co. Rd., 2.5 mi. N. of LaPine								550	1,100	94	10	Oregon				41
3	CHARACTER OF PROPOSED WORK (35 spaces) 28–62				NATL. FOREST (63)–(65)	FOR MISCELLANEOUS FUNDS ONLY							PROJECT NUMBER					
						FH ROUTE NO. (66)–(68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72–73	PL AUTH YR 74–75	PREFIX LETTER(S) 14–23	NUMBER-AGR. NO. 7–					
	One Bridge											S-	142(2)					
4	CLASS OF FEDERAL FUNDS [1]										COUNTY NAME							
	Secondary										Deschutes							
	NAME OF URBAN AREA 17–31					F.A. SYSTEM					RTE NO.	FEDERAL AID	STATE					
						Secondary					S	555	(32) Co. Rd. (36)					

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE (43–46)	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54)–(58)	PROJECT COST TOTAL COST (59)–(66)	PROJECT COST FEDERAL FUNDS (67)–(76)	PROJECT COST STATE FUNDS	CHARACTER OF PROPOSED WORK
5					PE		ITEM AS NOW PROGRAMED	26	RS-142(2)	Co. Rd. 2.5 mi. N. of LaPine (which site is 1.14 mi. west of Jct. U.S. 97) "Little Deschutes Riv. (Burgess) Br. Sec."	0.019	118,925	92,987	12,969(Co.) 12,969	Const. one p concrete sla (L 100'). rail and pla
					ROW										
					CONST X080		Stage 2								
										PROJECT TOTAL	0.019	118,925	92,987	25,938	
5					PE		REQUESTED REVISION	26	S-142(2)	Co. Rd. 2.5 mi. N. of LaPine (which site is 1.14 mi. west of Jct. U.S. 97) "Little Deschutes Riv. (Burgess) Br. Sec."	0.019	118,925	92,987	12,969(Co.) 12,969	Same a
					ROW										
					CONST X080		Stage 2								
										PROJECT TOTAL	0.019	118,925	92,987	25,938	

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	
1	COLUMN 14 ⟶ CODE 11	CODE 2	

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE: To change federal funds untilized in financing from Rural Secondary (to Secondary (appn code 022) and change project prefix from RS to S. This change nec utilize the balance of secondary funds which are subject to lapse.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
November 26, 1974	DATE September 23, 1975	DATE	DATE SEP 25 1975
OTHER: February 3, 1975	SIGNATURE	SIGNATURE	SIGNATURE Original Sign C. R. Burgh
	Project Management Engineer	TITLE	TITLE Engr. Coor

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9 (REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

RECEIVED
COUNTY & CITY SECTION
SEP 26 1975
☐ ENGR. ☐ CCOR. ☑ CE ☐ AE ☐ UC
☐ HPE ☐ CE ☐ RE ☐ RPE ☐

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces)		FUTURE ADT	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
Co. Rd., 2.5 mi. N. of LaPine		550	1,100 / 94	10	Oregon	41	022	26

TYPE WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY: FM ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER-AGR. NO.	I. PROJECTS ONLY: POST MI.	DESIG.
ge								S-	142(2)		

SYSTEM	COUNTY NAME	CODE
Secondary	Deschutes	017

F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
Secondary	S	555	Co. Rd.	----

STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
ITEM AS NOW PROGRAMED Stage 2	26	RS-142(2)	Co. Rd. 2.5 mi. N. of LaPine (which site is 1.14 mi. west of Jct. U.S. 97) "Little Deschutes Riv. (Burgess) Br. Sec."	0.019	118,925	92,987	12,969(Co.) 12,969	Const. one prestressed concrete slab span bridge (L 100'). Install guard-rail and place riprap.
			PROJECT TOTAL	0.019	118,925	92,987	25,938	
REQUESTED REVISION Stage 2	26	S-142(2)	Co. Rd. 2.5 mi. N. of LaPine (which site is 1.14 mi. west of Jct. U.S. 97) "Little Deschutes Riv. (Burgess) Br. Sec."	0.019	118,925	92,987	12,969(Co.) 12,969	Same as Above
			PROJECT TOTAL	0.019	118,925	92,987	25,938	

Yes ☐ PROJECT WITHDRAWN YES ☐

CODE 11 CODE 2

REASON FOR CHANGE: To change federal funds untilized in financing from Rural Secondary (appn code 075) to Secondary (appn code 022) and change project prefix from RS to S. This change necessary to utilize the balance of secondary funds which are subject to lapse.

	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
1974	DATE September 23, 1975	DATE	DATE SEP 25 1975
1975	SIGNATURE	SIGNATURE	SIGNATURE Original Signed by C. R. Burghardt
	Project Management Engineer	TITLE	TITLE Engr. Coord.

...o or more projects. Prepare a form PR-1 for all ...on such action.

...e class of project to another, or covers joint financing, show both classes of funds involved.

...ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 43969-P61

8095

STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 2-38	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 2-3-75	STATE: Oregon COUNTY: Deschutes PROJECT NO.: RS-142(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 2.5 mi. N. of LaPine (which site is 1.14 mi. west of Jct. US97)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-26-74	0.019
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 118,925	$ 92,987

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glen A. Gray
(Division Engineer)
For G. L. Green

Date executed by Division Engineer FEB 3 1975

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

NONDISCRIMINATION PROVISION

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, singals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance; *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

Oregon State Highway Division

Federal-aid Project
No. RS-142(2)

LITTLE DESCHUTES RIVER (BURGESS) BR. SEC.

FAS 555 IN DESCHUTES COUNTY

Salem, Oregon, January 23, 1975

Project Agreement Estimate.

Type Code X080
Structure (Sta. 57+20 to Sta. 58+20)

Shoring, Cribbing, etc.	All Required		$ 5,500.00
Structure Excavation	60 cu.yds.	10.00	600.00
Furnish Pile Driving Equipment	All Required		5,000.00
Furnish 14-inch Prestressed Concrete Piling	1,080 lin.ft.	10.00	10,800.00
Drive Prestressed Concrete Piles	950 lin.ft.	2.00	1,900.00
Structural Concrete, Class 3300 (90 cu.yd.)	All Required		10,620.00
4'x50'/55' Prestressed Concrete Slabs	24 only	2,000.00	48,000.00
Reinforcement (9,000 lbs.)	All Required		3,510.00
Pedestrian Handrail	102 lin.ft.	30.00	3,060.00
Three Tube Metal Railing	210 lin.ft.	35.00	7,350.00
Loose Riprap, Class 50	60 cu.yds.	10.00	600.00
Guard Rail, Type 2A	200 lin.ft.	12.00	2,400.00
Guard Rail, Type 3	100 lin.ft.	25.00	2,500.00
Guard Rail Anchors, Type 2	4 only	400.00	1,600.00
Rail End Pieces, Type B	4 only	60.00	240.00
			$103,680.00

Anticipated Items

Temporary Erosion Control	All Required	$ 100.00
Construct Pile Extension (E.W.)	All Required	1,000.00
		$ 1,100.00
Subtotal		$104,780.00
Engineering		14,145.00
Total		$118,925.00

Length of Structure - - - - - - - - - - - 0.019 mile

Federal Funds -	$ 92,987.00
State Funds -	12,969.00
County Funds -	12,969.00
Total	$118,925.00

Group 1 - 100%

Contract No. 8095

Prefix: 509-1087

Pas 555
Deed

January 16, 1975

Mr. Charles L. Plummer
Roadmaster
Deschutes County
Courthouse
Bend, Oregon 97701

Re: Little Deschutes River (Burgess) Bridge, PAS 555
Structure
Deschutes County

Dear Mr. Plummer:

We acknowledge receipt of Deschutes County's advance deposit of $14,300. Please find enclosed one copy of the plans and contract 8095.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

HR:scr

Enclosure

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-66)
SP*93423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Deschutes County Board of Commissioners
Courthouse
Bend, Oregon 97701

Attention of
Mr. Charles Plummer
Asst. Dir. of Public Works

Request No. (assigned by staff engineer or head of division) CO-1463

Date January 15, 1975

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

RECEIVED
COUNTY & CITY SECTION
JAN 15 1975
☒ ENGR. ☐ COOR. ☑ OE ☐ AE ☒ UE
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

Itemized Statement:

Advance Deposit: $14,300.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the Little Deschutes River (Burgess) Bridge, FAS 555		11,300.00
		Covered by Agreement dated October 24, 1973		$ 3,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 14,300.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
509-1087-297

Submitted by:
Harold Reynoldson

Approved:

Division Engineer

Approved:

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

FAS 555
Beach

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 23, 1974

Deschutes County Board of Commissioners
Courthouse
Bend, Oregon 97701

RECEIVED
COUNTY & CITY SECTION
JAN 14 1975
ENGR. COOR. OE AE UE
UPE CE RE RPE

Attention: Mr. Charles Plummer

Gentlemen:

On December 19, 1974, a satisfactory bid was received from the Douglas S. Coats Construction Company, Bend, Oregon, for the Little Deschutes River (Burgess) Bridge Section on FAS 555. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid items	
Temporary erosion control	$103,680.00
Pile extensions	100.00
4½% contingencies	1,000.00
9% engineering	4,715.10
Estimated total cost----------	9,430.20
	$118,925.30

County advance deposit:
12% of $118,925.30 = $14,271.04 or say $14,300.00

Please make this advance deposit in the amount of $14,300 payable by check or warrant to the Oregon State Highway Division and forward same to this office.

RECEIVED
OSHD FINANCE BRANCH
Check # 2879 Amt. $14,300-
By JK Date 1-14-75
For See Above

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:mm

RECEIVED
COUNTY & CITY SECTION
JAN 14 1975
ENGR. COOR. OE AE UE
UPE CE RE RPE

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8095

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon ~~State Highway~~ Transportation Commission

DATE December 12, 1974

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
December 19 Bid Letting

Bids will be taken December 19 on the following eight projects. This is an informational report to document the Highway Division's actions taken with regard to establishing footpaths and bicycle trails on those projects as set forth in Oregon Laws 1971, Chapter 366.

1. Fifteenmile Creek (Quarry) Bridge
Wilber West Road, Wasco County
Structure Project

Footpaths and Bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, Subsection 2 (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Main Street-Hawthorne Street (Forest Grove)
Tualatin Valley Highway, Washington County
Signal Modification Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. W. Illinois Street at N. Main Street (Newberg)
Yamhill-Newberg Highway, Yamhill County
Grade, Pave and Sign Project

A concrete sidewalk which may be utilized by pedestrian and bicycle traffic will be constructed.

4. Birch Avenue-Crater Lake Highway (Medford)
Rogue Valley Highway, Jackson County
Grade, Pave, Signals and Illumination Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, Subsection 2(c), which states that "Footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

The City has submitted a grant application to the Oregon Traffic Safety Commission for funding to develop a bicycle trail master plan. Until this plan is completed and some guidelines established for bicycle trail construction, the City of Medford recommends that no trail be established on this project.

5. Little Deschutes River (Burgess) Bridge
FAS 555, Deschutes County
Structure Project

A concrete sidewalk which may be utilized by pedestrian and bicycle traffic will be provided on a replacement-in-kind basis.

6. N.E. Killingsworth Street at Columbia Boulevard
N.E. Portland Highway, Multnomah County
Signal Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

7. Grants Pass Maintenance Building
Josephine County
Maintenance Building Project

Same as No. 6.

8. Jessie M. Honeyman State Park
Lane County
Utility Building Project

Same as No. 6.

bc: C. W. Head
A. E. Johnson
R. L. Schroeder
L. E. George
Jack Graham
George M. Baldwin
E. S. Hunter
Dave Talbot
Gary Sund
Victor Wolfe

WHW:jp srb

8095

November 29, 1974

Board of County Commissioners
Deschutes County
Courthouse
Bend, OR 97701

Attention: Rosemary Patterson
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 5145

Gentlemen:

Attached for your files is a fully executed copy of an agreement pertaining to the construction of the Little Deschutes River (Burgess) Bridge on South Century Drive (FAS 555).

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox
(agree. att.)

TRANSACTION NUMBER 12-7

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 11-26-74

BY (Signature): L.W. RULIEN'S NOVEMBER 18, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 26 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
26	RS-142(2)	0.019	140,000	109,400	LITTLE DESCHUTES RIVER (BURGESS) BRIDGE SECTION. DESCHUTES COUNTY-STATE OF OREGON	ONE STRUCTURE

RECEIVED
DEC 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

REFER TO
Hunter
FOR

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

12-5-74

ORIGINAL TO
L.W. Rulien

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 11-26-74	SIGNATURE AND TITLE G. L. GREEN, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM FH-48
(Rev. 8-71)

GPO 915-889

(2) The project was explained and all questions answered to the satisfaction of the property owners.

(3) The property owners gave no indications of a desire for a public hearing.

The above facts have been documented by the county and copies of the document are in the Oregon State Highway Division files.

Enclosures

JG:wm

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

11-18-74

Budget Bureau No. 41-R2067; Appr

U.S. DEPA BU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
CARD 2	1 (18) (20)	Co.Rd., 2.5 mi. N of LaPine 21 65	ADT	550*	1,100 (66)	94 (70) (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEC
CARD 3	One Bridge 26 62	(63) (38)	(72) (73)	(74) (75)	RS- 14 28	142 7	(2

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
CARD 4	Rural Secondary	Deschutes	017 (14) (16)
	NAME OF URBAN AREA 17-31 - -	ROUTE NO. S	FEDERAL-AID 555 (32) STATE Co.Rd. (36) (37) U.S. -- (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1445)	(10	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		Co.Rd., 2.5 mi. N of LaPine (which site is 1.14 mi. west of Jct. US 97)					
5					ROW							
5					CONST (CODE) X080		"Little Deschutes Riv. (Burgess) Br. Sec."	0.019	140,000	109,400	15,300	15,300 (Co.)
							PROJECT TOTALS	0.019	140,000	109,400	15,300	15,300 (Co.)
									(10)	(23) (24)	(29)	

CARD	CODE	PREPARED BY
1	1	
1	14	PROGRAM APPROVAL DATES

*DHV is 180 for this location.

REMARKS

Addition Data: Item No. 217; Projec

Con
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gua
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& re
bri

ROW-
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none
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USCO

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

11-18-74

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co.Rd., 2.5 mi. N of LaPine		550*	1,100	94	10	Oregon	41	075	26

PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
				RS-	142	(2)		

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Rural Secondary	Deschutes	017	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	555	Co.Rd.	--

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co.Rd., 2.5 mi. N of LaPine (which site is 1.14 mi. west of Jct. US 97)						Const. one pre-stressed conc. slab span bridge (L.100'). Install guardrail & place riprap.
ROW								(County to const. approach roadways & remove ext'g. bridge)
CONST (CODE) X080		"Little Deschutes Riv. (Burgess) Br. Sec."	0.019	140,000	109,400	15,300	15,300 (Co.)	ROW-100' normal; access control-none; Parking restrictions-none.
PROJECT TOTALS			0.019	140,000	109,400	15,300	15,300 (Co.)	

PROGRAM APPROVAL DATES

REMARKS

Addition Data: Item No. 217; Project No. S-142(1).

*DHV is 180 for this location.

-over-

USCOMM DUBCOMM-DC 41005-P61

LITTLE DESCHUTES RIV. (BURGESS) BR. SEC.

PROJECT NO. RS-142(2)

Existing Facility:

Proposed Facility - - - - - - - - -Located line only.
Traveled Way- - - - - - - - - - -Two 10-foot lanes, bituminous surface with 2-foot gravel shoulders and one structure as follows; Br. No. 7731; RCDG span; L. 75'; H.C. 26'.

Adjacent Sections:

Proposed roadway- - - - - - - - -Two 12-foot lanes of high-type pavement with 8-foot shoulders (to be constructed by County Forces).

Project Data: Construct, on improved (new) alignment, one prestressed concrete slab span bridge (Br. No. 7731-A) 100 feet in length having a horizontal clearance of 40 feet with a 5-foot walk on the northerly side. Install guardrail on approaches and place riprap.

NOTE: County to provide and maintain detour, construct roadway to each end of structure and remove existing bridge.

Exceptions to Minimum Standards: None

Relocation Assistance Payments: County will make such payments as required.

System Action, Airports, Water Development, Railroad, Recreation and Historical Areas: None involved.

IM 50-1-70 Requirements: State Clearinghouse and District 10 Clearinghouse letters of approval dated August 28, 1974 and August 23, 1974, respectively.

PPM 90-1 Requirements: Negative declaration concurred in by FHWA September 10, 1974.

Public Hearings: The County contacted all property owners a project from which right-of-way is to be acquired The proj explained and all questions answered to the satisfaction of owners. The property owners gave no indications of a desire hearings. This fact has been documented by the County and the documents are in the Oregon State Highway Division files Oregon State Highway Division and Deschutes County have conc on the above stated action, that the intent of PPM 20-8 rela public hearings has been fulfilled.

Location/Design Approval: Granted under the "Secondary Roa November 13, 1974.

Control of Utilities: The State does not have, at this tim legal authority to control the use of utilities on the right of this project. A State-County agreement is being prepare comply with paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a timber access road, recreation route bus route, mail route and also a farm-to-market road.

NOTE: This project is in Congressional District No. 2.

LITTLE DESCHUTES RIV. (BURGESS) BR. SEC

PROJECT NO. RS-142(2)

Facility:

posed Facility - - - - - - - -Located line only.
veled Way- - - - - - - - - - -Two 10-foot lanes, bituminous surface with 2-foot gravel shoulders and one structure as follows; Br. No. 7731; RCDG span; L. 75'; H.C. 26'.

Sections:

posed roadway- - - - - - - - -Two 12-foot lanes of high-type pavement with 8-foot shoulders (to be constructed by County Forces).

Data: Construct, on improved (new) alignment, one prestressed e slab span bridge (Br. No. 7731-A) 100 feet in length having a tal clearance of 40 feet with a 5-foot walk on the northerly side. guardrail on approaches and place riprap.

County to provide and maintain detour, construct roadway to each end cture and remove existing bridge.

ons to Minimum Standards: None

tion Assistance Payments: County will make such payments as required.

Action, Airports, Water Development, Railroad, Recreation and Historical
None involved.

-70 Requirements: State Clearinghouse and District 10 Clearinghouse tters of approval dated August 28, 1974 and August 23, 1974, respectively.

-i Requirements: Negative declaration concurred in by FHWA
ber 10, 1974.

Public Hearings: The County contacted all property owners along the project from which right-of-way is to be acquired The project was explained and all questions answered to the satisfaction of the property owners. The property owners gave no indications of a desire for public hearings. This fact has been documented by the County and copies of the documents are in the Oregon State Highway Division files. The Oregon State Highway Division and Deschutes County have concluded, based on the above stated action, that the intent of PPM 20-8 relative to public hearings has been fulfilled.

Location/Design Approval: Granted under the "Secondary Road Plan" November 13, 1974.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a timber access road, recreation route, school bus route, mail route and also a farm-to-market road.

NOTE: This project is in Congressional District No. 2.

LOCATION - DESIGN APPROVAL

COUNTY: Deschutes

SECTION: Little Deschutes River (Burgess) Bridge

FAS NO.: 555

ROAD NAME: Burgess Road

PROJECT DESCRIPTION:

Construct a reinforced concrete bridge on revised alignment 100 feet long with a 40-foot roadway. All roadway will be constructed by Deschutes County.

ESTIMATED COST: $120,000

TRANS.
~~HIGHWAY~~ COMMISSION APPROVAL: October 24, 1973

HEARING: None required; memo to files October 21, 1974.

STATE CLEARINGHOUSE REVIEW: August 28, 1974

SECTION 204 REVIEW: None Required

HEARING CERTIFICATION: None Required

ENVIRONMENTAL STATEMENT: Negative Declaration approved by FHWA September 10, 1974

REMARKS:

APPROVED: November 15 19 74

E S Hunter

Assistant State Highway Engineer

LOCATION - DESIGN APPROVAL

COUNTY: Deschutes

SECTION: Little Deschutes River (Burgess) Bridge

FAS NO.: 555

ROAD NAME: Burgess Road

PROJECT DESCRIPTION:

Construct a reinforced concrete bridge on revised alignment 100 feet long with a 40-foot roadway. All roadway will be constructed by Deschutes County.

ESTIMATED COST: $120,000

TRANS.
~~HIGHWAY~~ COMMISSION APPROVAL: October 24, 1973

HEARING: None required; memo to files October 21, 1974.

STATE CLEARINGHOUSE REVIEW: August 28, 1974

SECTION 204 REVIEW: None Required

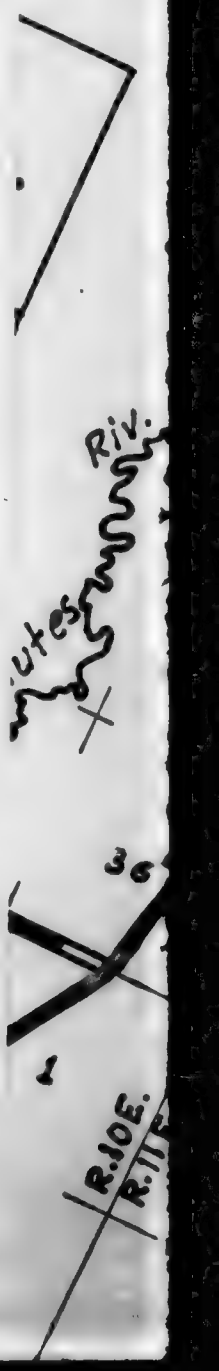
HEARING CERTIFICATION: None Required

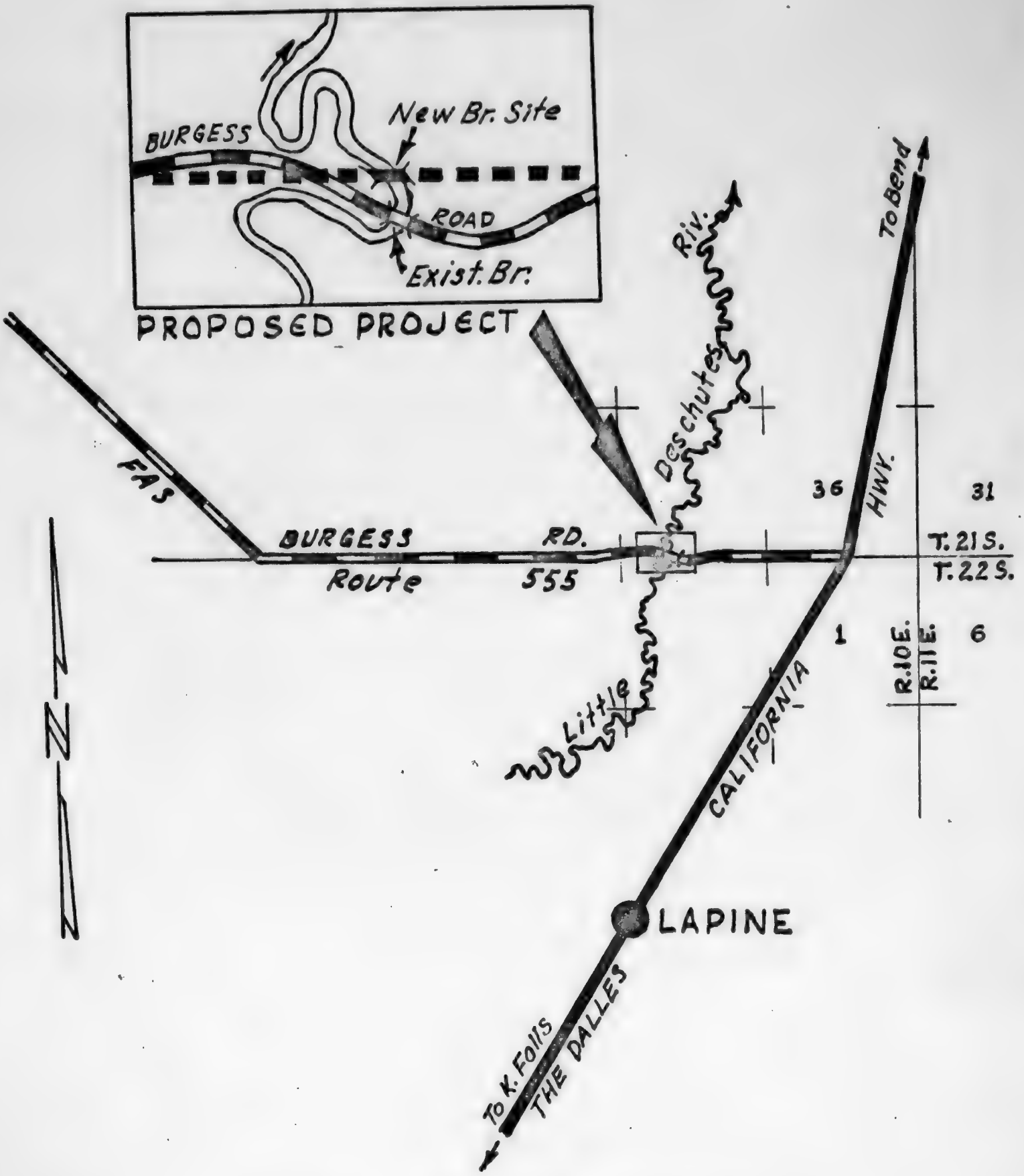
ENVIRONMENTAL STATEMENT: Negative Declaration approved by FHWA September 10, 1974

REMARKS:

APPROVED: November 15 19 74

Assistant State Highway Engineer





LITTLE DESCHUTES RIV. (BURGESS) BR. SECT.

BURGESS ROAD FAS 555

Deschutes County

555
Deed

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

Attn: County & City Section

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 555

Project Name
Little Deschutes River (Burgess) Bridge

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☑ There has been no displacement of persons from residences, farms, or businesses; or

☑ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Bend, Oregon,

this 14th day of November, 1974.

Deschutes County

Albert A Yeomans
Chairman

[signature]
Commissioner

[signature]
Commissioner

Copy to:- John Oaks
L.W. Rubica
J. H. Verstoep
Carl Williams

7/31/73

H

JACK, GOODWIN & URBIGKEIT
LAWYERS
200 SMITH BUILDING
704 MAIN STREET, P. O. BOX 704
OREGON CITY, OREGON 97045

JAMES O. GOODWIN
ALAN R. JACK
STANLEY C. URBIGKEIT
SID BROCKLEY
RAYMOND R. BAGLEY, JR.
FRANK A. MOSCATO

GLENN R. JACK
OF COUNSEL
TELEPHONE
(503) 656-1491

13 November 1974

Charlie Plumber
Road Master
Deschutes County Courthouse
Bend, Oregon 97701

Re: Burgess Bridge FAS 555

Dear Sir:

This will confirm my representation of Crystal Stearns and the children of the late Harry Stearns, owners of most of the property at the bridge site, and my oral representations on behalf of the family that the Stearns family recognize the need for the highway realignment and the new bridge, and that although they naturally want just compensation for the property taken and the damage to their remaining property by the change in grade and alignment, etc., you may treat this letter as a right of entry to get in and start the work without any delay for the filing of a condemnation case or applying to the Court for an Order of entry.

The only request we would make is that the condemnation case be filed within a reasonable time, and that when it is filed, you pay into Court the $4,885 or whatever you are prepared to admit it is worth. In the meantime, we hope you can get the project underway while the weather is favorable, etc.

Very truly yours,

James O. Goodwin
for the Stearns

JOG/g

cc Ms. Joyce Barney

8095

All Clear 11-7-74 ENVIRONMENTAL REVIEW

Donald L Stout

Section Little Deschutes R. (Burgess) Br
Highway FAS 555
County Deschutes
Type of Work S
Date

ENVIRONMENTAL IMPACT STATEMENT: N/A John

NEGATIVE DECLARATION: Yes - Stipulations are in the specifications. Bridge plan matches the negative declaration statements.

FISH COMMISSION: Yes - request water quality be maintained. Standard spec's cover this.

WILDLIFE COMMISSION: Yes - All requests are covered in the Spec's.

DIVISION OF STATE LANDS: Yes - Requests pertaining to the Bridge construction are covered by the Spec's.

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: N/A

OTHER:

MEMO TO: Files
October 21, 1974

FROM: R. H. Prange
Rural Engineer
County & City Unit

SUBJECT: Little Deschutes River (Burgess) Bridge Section
Burgess Road, FAS 555
Deschutes County

Based on the contents of the attached correspondence from Deschutes County, the County has complied with the intent and purpose of PPM 20-5 and PPM 20-8 relative to public hearings. Therefore, a formal public hearing will not be required for the subject FAS-C project.

RHP:mm

cc: L. W. Rulien
Region IV
Right of Way

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ■ UE
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

fas 555
Desch Co

DESCHUTES COUNTY
DEPARTMENT OF PUBLIC WORKS
1507 EAST FIRST STREET BEND, OREGON 97701
TELEPHONE 382-4000

October 7, 1974

RECEIVED
COUNTY & CITY SECTION
OCT 9 - 1974
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☒ RPE ☐

Mr. H.S. Cox
County and City Engineer
Oregon State Highway Division
Salem, Oregon 97310

Re: Burgess Bridge, FAS 555
Deschutes County

Dear Mr. Cox:

This correspondence is relative to the above referenced project concerning the matter of a public hearing.

Deschutes County has contacted the following property owners during the month of October, 1974.

1. Mrs. Crystal Stearns, Stearn Estate
2. Mrs. Betty J. Ahern
3. Leo J. Bordeaux

The project and purpose of the right-of-way acquisition was explained to each one.

All property owners favored the project and none contested the taking of his property for right-of-way purposes.

Since each property owner was satisfied with the explanation of the proposal, there were no requests for a formal public hearing.

The County has considered the social, economic, and environmental effects of the project and does request location and design approval.

Very truly yours,

Charles L. Plummer
Assistant Director of Public Works

CLP:jm

8095

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

September 26, 1974

Salem, Oregon

FROM: Jack Davis
Foundation Engineer

TO: Mr. Walter J. Hart
Bridge Engineer

SUBJECT:

Foundation Recommendation
Little Deschutes River (Burgess) Br.
Burgess Rd., FAS 555
Deschutes Co.
Br. 7731A

Location

This structure on a new alignment will replace an existing bridge crossing the Little Deschutes River on Burgess Road approximately one mile west of the junction of Burgess Road with The Dalles-California Highway, approximately 2 1/2 miles north of LaPine in Deschutes County on the westerly half of the section line between Sec. 35, T 21 S, R 10 E, and Sec. 2, T 22 S, R 10 E, W.M.

Foundation Material

Two test holes drilled at this site, 61 and 75 feet in depth, indicate various types of sand for the full depth of the holes. Near the surface the sand varies from fine to coarse and contains small gravels and silt in some areas. The upper sand ranges from very loose to medium dense in compaction. With depth the sand appears to be more volcanic in nature with layers containing varying amounts of ash and clay and increasing rapidly in density.

Because of restricted access to the structure location, test holes were drilled at some distance away from the structure ends. It is noted that considerable variation in density of the upper sand exists between the two holes, as can be expected in alluvial deposits. Variation in driven lengths of piles for the new structure can be expected.

Streamflow and erosion data are as contained in the Hydraulic Report for this structure by Richard Lenz, Hydraulic Engineer, dated April, 1974.

Foundation Recommendation

Design of this structure has been completed previously on verbal recommendations from Marion Craft, former Foundation Engineer. This report will confirm his recommendations.

Fourteen-inch prestressed concrete piles driven to 50 tons resistance each are satisfactory for support of the abutments and center bent of the proposed structure. The piling should obtain bearing after penetrating the sand an average of 27 feet with final driven lengths varying according to the density of the various sand layers encountered.

Pile order lengths of 36 feet should be satisfactory for all bents of the structure which includes 6 feet embedded in the abutment walls and from ground to pile cap at the center bent.

The above lengths are confirmed somewhat by the lengths of timber piles driven for the existing structure just upstream. Pile tip elevations for the timber piles varied roughly between Elevations 4166 and 4172 with a few over and under that range. The average expected pile tip elevations for the 14-inch concrete piles is elevation 4165, 4 to 5 feet below the timber pile tips. Very dense sand layers at this elevation will result in rapid increases in pile driving resistances.

Erosion Control

Erosion appears to have minimal effects at this site. Recommendations for erosion control are as contained in the aforementioned Hydraulic Report.

JD/ag
Attach.
cc R. W. Ellison
L. L. Wallace
~~C. G. Swenson~~
A. C. Harwood

O.K. WJH 9/25/74

September 18, 1974

Mr. Charles L. Plummer
Deschutes County Roadmaster
1507 E. 1st Street
Bend, Oregon 97701

Re: Burgess Bridge, FAS 555
Deschutes County

Dear Mr. Plummer:

Enclosed for your information is a copy of the approved Negative Declaration for the Burgess Bridge on Burgess Road, FAS 555.

You are now clear to offer a public hearing. Since there is a very small number of property owners involved in the proposed FAS-C project please contact each one and if you are satisfied that the owners are in favor of the project and that none requested a public hearing, please send us a letter similar to the enclosed sample.

In the matter of acquiring right-of-way for the project in compliance with Federal regulations please contact Mr. Harold Brainard in our Bend office so that he can advise you on proper right-of-way acquisition practices for Federal Aid projects.

Very truly yours,

H. S. Cox
County and City Engineer

By

Robert H. Prange
Rural Engineer

RHP:ljt

Encl.

ENGR. ASST. OE AE UE
UPE OE RE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 13, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Little Deschutes River (Burgess) Bridge Section
Burgess Road, FAS 555
Deschutes County, Oregon

This negative declaration covering the above FAS-C project is being submitted for your concurrence.

LOCATION AND DESCRIPTION OF PROJECT: The project section is located approximately 2.5 miles north of the city of LaPine in Deschutes County where Burgess Road crosses the Little Deschutes River in Section 35, T.21S, R.10E, W.M.

This proposal calls for replacing an existing two-lane bridge, which has two twelve-foot travel lanes, with a new reinforced concrete structure on a revised alignment established by the county. The new bridge will be 100 feet long with a forty-foot roadway and a five-foot sidewalk on the downstream (north) side. Deschutes County will construct approximately .6 mile of realigned roadway, which will shift the bridge location about 100 feet downstream and only slightly raise the elevation of the crossing grade. The county will be responsible for obtaining all necessary right-of-way and easements. The new roadway will consist of two twelve-foot paved travel lanes with eight-foot paved shoulders and will join the existing two-lane section, which is composed of ten-foot travel lanes and four-foot gravel shoulders. Included in the project

will be the placement of riprap on the embankment slopes beneath the structure and overflow culverts through the roadway embankment on each side of the structure, as well as the installation of guardrail. The existing structure will remain in service until the new bridge and attendant roadways are completed; then it will be removed. The new bridge will have one pile bent composed of ten fourteen-inch octagonal piles oriented parallel to the river banks.

PURPOSE OF PROJECT

The purpose of the proposed project, by replacing and relocating an existing narrow bridge on a new alignment, is to provide a safer facility for highway users and thereby improve the arterial road system of Deschutes County.

The combination of the present narrow bridge and the curved alignment of the roadway makes it hazardous for log trucks and recreational vehicles which use Burgess Road. The existing bridge is an 81-foot-long structure constructed of concrete girders and decking on timber pilings and does not provide a walk. The proposed roadway alignment will eliminate two 17 degree curves, one 8 degree curve and one 4 degree curve, thus providing the required safety for the approximate ADT of 600 vehicles which currently travel this route.

EXISTING ENVIRONMENTAL SETTING

Burgess Road (FAS 555) serves as a school and mail route, and provides access from The Dalles-California Highway (US 97) to prime timber country, recreational facilities, and fast-growing rural development in the Cascade Mountain Range. It is therefore an important east-west connector, and daily traffic can reach a maximum of 1,500 vehicles per day during peak vacation periods. Projected ADT for 1994 is 880 vehicles.

The Little Deschutes River channel meanders through a broad floodplain which is inundated annually. The river, at the Burgess Bridge site, drains an area of approximately 1,000 square miles. Although runoffs create periodic high-water flows, floodplain storage is available upstream of the structure and flow velocities rarely exceed 3 to 4 feet per second. The brush-lined stream banks are generally composed of pumice materials and alluvial gravels, and the floodplain immediately adjacent to the river consists of marshlands covered with tall reedy grass and brush. While anadromous fish passage is blocked by a downstream dam, numerous resident brown trout, rainbow trout and warm-water fish occupy the area. Good stream-side cover and cool mountain waters provide high quality fish habitat in this area.

Land use in the area adjacent to Burgess Road includes cattle ranches, timberlands, recreational areas and summer home-site developments.

ALTERNATIVES TO THE PROPOSAL

The first alternative would provide a new crossing upstream from the existing site. Since the Little Deschutes River parallels Burgess Road for a distance on the southern side (see attached map), this alternative would require a substantially longer structure at increased cost, and would increase the amount of right-of-way needed for the project.

The second alternative would provide for a new bridge on the same grade and alignment as the existing bridge, leaving the approaches in their present condition and location. This alternative would require no additional right-of-way, but the existing route would need to be closed during construction.

The third alternative would be to elect the no-build option, whereby the present structure and alignment would be retained. Both alternatives 2 and 3 would fail to eliminate dangerous curves which exist in the present alignment, and in addition, alternative 3 would not correct the deficiencies of the existing structure.

The present proposal was chosen over the alternatives because it will satisfy the safety and convenience criteria of the project, while each alternative would sacrifice one or more of these criteria. Alternative 2 would require closure of the roadway during construction, and all of the alternatives would lack the added safety features of the new alignment.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The most significant impact of this proposal will be the benefit of safety and mobility to the road user.

Deschutes County will acquire approximately three acres of additional right-of-way to accommodate the revised alignment. No dwellings, buildings, businesses or commercial enterprises are within the project boundaries. The county will hold a public hearing if found to be necessary.

There are no public parks, recreational facilities or registered historic sites affected by the proposed project, nor are there any wildlife nesting or feeding grounds that will be adversely affected.

In accordance with Policy and Procedure Memorandum 90-2, paragraph 4(a), the proposed project meets standard noise criteria, as it will not increase traffic noise levels. Slightly increased noise levels encountered during the construction period should not be hazardous to humans, for there are very few habitations along the subject section.

No adverse air quality impacts will occur, for there will be no changes in traffic volume or speed. Minor adverse air quality impacts may occur during construction, due to emissions of dust and/or odors from construction acitivities.

Adverse impacts to the water quality of the Little Deschutes River resulting from bridge construction include temperature increases resulting from removal of nearby riparian vegetation and increased turbidity and lowered oxygen resulting from bent installation. A coffer dam put up around the area to be excavated will contain the turbidity and toxic materials generated during construction and will considerably reduce downstream siltation. The small area occupied by bridge bents will be permanently lost as aquatic habitat, but otherwise the effect on fish habitat will be temporary, providing that measures are taken to revegetate denuded areas. The south face of the roadway embankment will be covered with Class 50 riprap in order to reduce erosion during periods of high water. Riprap covering embankment slopes beneath the structure will replace pre-existing vegetation and aquatic life, but will provide some potential habitat for recolonization. The contractor is expected to utilize temporary and permanent methods of pollution control to prevent waste and deleterious materials from entering or remaining in the streambed and adjacent streamside areas. Highway Division personnel will inspect the stream while the contract is in effect and will cooperate with the regulating agency to assure that turbidity and siltation will not be excessive.

Circulation of the Notice of Intent, according to Office of Mangement and Budget Circular A-95, has been initiated through the State Clearinghouse, and several agency responses have been received. The Central Oregon Intergovernmental Council endorsed the proposal by letter, dated November 30, 1973. The Oregon Wildlife and Fish Commissions both suggested that appropriate measures be taken to minimize adverse effects on the river and its associated environment.

It is planned to begin construction of the new bridge during the winter months. Existing accesses will be restored in a like or better condition. Utility systems, including aerial power and underground telephone cables, will require small adjustments. Very minor inconveniences and delays will be imposed on road users during construction, for the present bridge will remain open to traffic during the construction period.

The old bridge will be entirely removed after construction. Most of the abandoned right-of-way of the present alignment will be restored to match the surrounding natural environment and returned to adjacent land owners.

BASIS FOR NEGATIVE DECLARATION

The proposed project, although not extensive in nature, is an important element in Deschutes County's planned development of a safe road system. The benefits accruing to the public in the provision of a safe structure will outweigh the small loss of private land and any temporary inconveniences to the road

user. Detrimental effects, if any, to the local environment will not be appreciable.

It is the conclusion of Deschutes County officials and the Oregon State Highway staff that this project does not constitute a "major action" as defined in Policy and Procedure Memorandum 90-1, Appendix F, nor does it have the potential to significantly adversely affect the quality of the social or natural environment.

Your concurrence is respectfully requested.

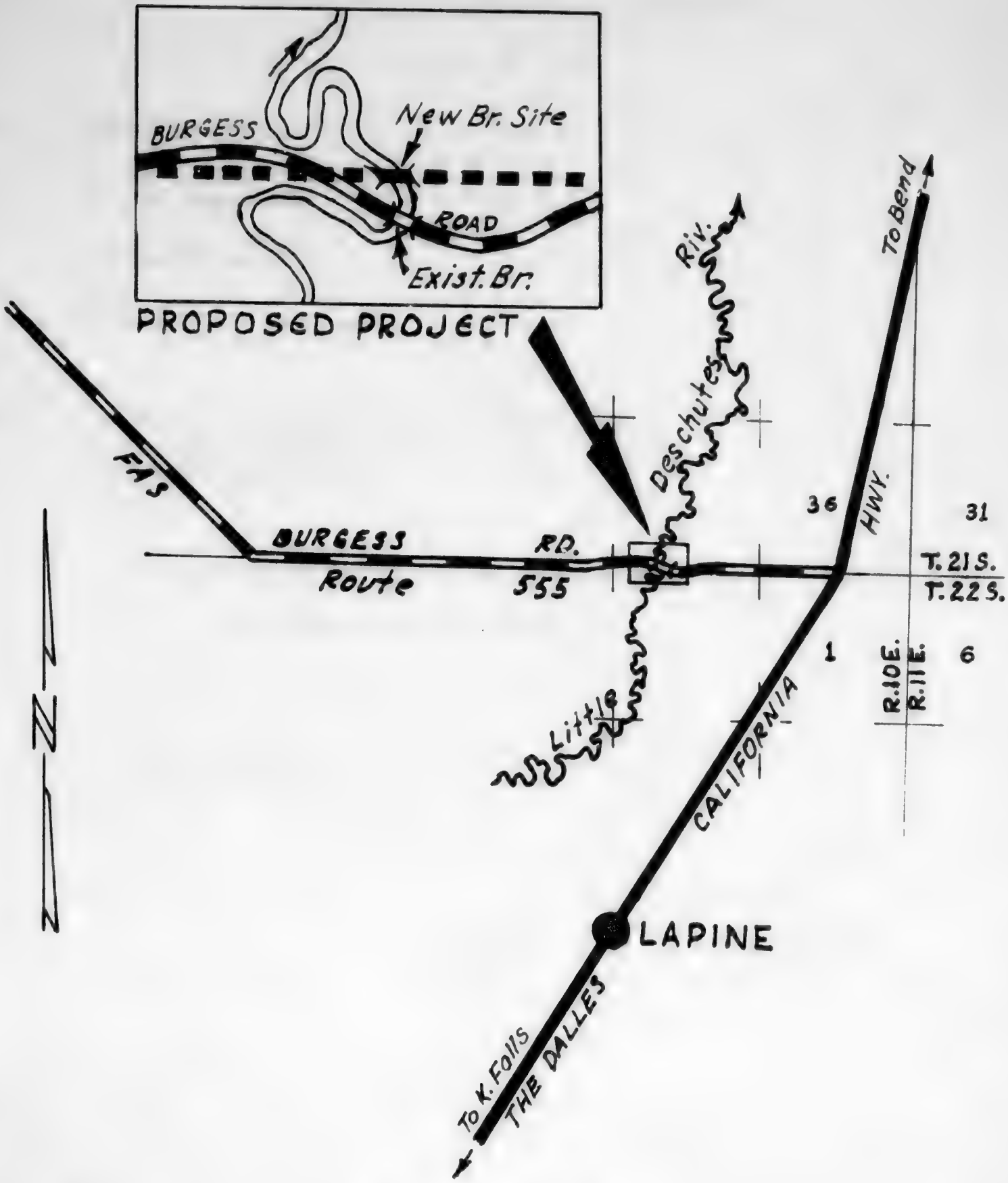
Endorsement to the Oregon State Highway Division

Concur _____ Date SEP 10 1974

Engineering Coordinator

BD:cb

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. W. Rulien
Carl Williams



LITTLE DESCHUTES RIV. (BURGESS) BR. SECT.

BURGESS ROAD FAS 555

Deschutes County

8095

FORM S-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE August 6, 1974

TO George Ramjoue'
Project Coordinator

FROM K. A. Chatwood
Administrative R/W Agent

SUBJECT Little Deschutes River (Burgess) Bridge Section
Burgess Road, FAS 555
Deschutes County, Oregon

I have no suggested change to make on the draft negative declaration.

I will not attend your meeting on August 9th.

KAC:bm

cc R. L. Schroeder

NOTED
R. L. SCHROEDER

RECEIVED
AUG 8 1974
Office of
Assistant State Highway Engineer

8095

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 23, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO Executive Department
Federal Aid Coordination Unit

Central Oregon Intergovernmental Council
1101 W. Highland
Redmond, OR 97756

FROM L. W. Rulien
Project Management Engineer

NOTED
E. S. HUNTER

SUBJECT Notice of Intent for F.A. Secondary Funds
State Administration Dist. No. 10
Little Deschutes River (Burgess) Br. Section
Deschutes County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Significant changes have developed on this project after the original Notice of Intent was distributed October 26,1973.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be August 23, 1974.

BLG:dc
Attachment

cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
H. S. Cox
B. L. Gifford
R. N. Chase
R. L. Lammert
Carl M. Williams
W. J. Hart

RECEIVED
JUL 2 . 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

	For Internal Use Only	1-8] PNRS #	9] CARD TYPE	Page One

02	12] APPLICANT: State Highway Division [45	46] DIVISION: Department of Transportation [79				
03	12] APPLICANT ADDRESS STREET: State Highway Building [45	46] CITY: Salem [60	76] ZIP: 97310 [80			
04	12] CONTACT PERSON: L. W. Rulien [45	46] AREA CODE: 503 [48	49] PHONE: 378 [55	56] EXTENSION: 6563 [59		
01	12] PROJECT TITLE: Little Deschutes Riv. (Burgess) Br. Sec., FAS 535, District 10 [71					
11	12] PROJECT LOCATION CITY: Burgess Road [45	46] PROJECT LOCATION COUNTY: Deschutes [79				
05	12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY): Construct a reinforced concrete bridge on revised alignment with a 40-foot [71					
06	12] roadway and a 5-foot sidewoalk on downstream side. Existing roadway and [71					
07	12] bridge will be used during construction. Contractor will sign project in [71					
08	12] immediate area of bridge, county will sign outside. Contractor will guardrail [71					
09	12] on approaches, place riprap, and remove the existing bridge. There will be [71					
10	12] additional right-of-way. Utilities are involved. (See Remarks) [71					

12	FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	78,000		11,000	11,000		100,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE: Title 23 U.S.C. Highways [71	
15	12] FEDERAL AGENCY NAME: Department of Transportation [45	46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration [79

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN? STATE		REGIONAL		LOCAL		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34	[X] 35	[ ] 36	[ ] 37	[X] 38	[ ] 39	[X] 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	Aug.	23	1974

ADDITIONAL INFORMATION — ALL APPLICANTS

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE): 20.205 Hwy. Planning and Construction

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: July 23, 1974

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: July 23, 1974

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY: State Highway Division

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C): Federal-aid Secondary Program

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

VII. (a) Federal Congressional District(s) Number(s): 2
(b) State Representative District(s) Number(s): 55
(c) State Senatorial District(s) Number(s): 28

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH $_____ OTHER FUND CASH $_____ IN KIND $_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐

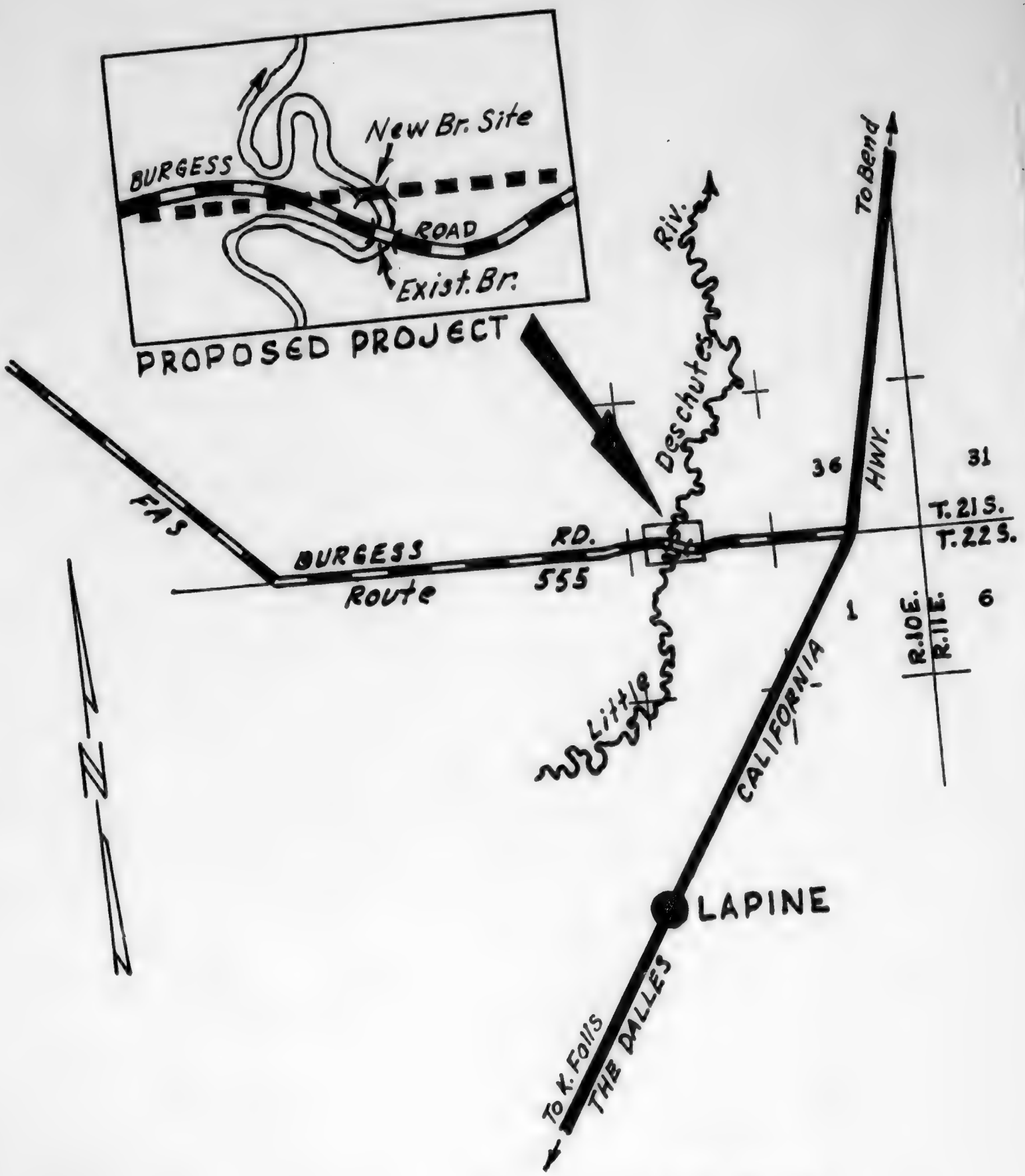
REMARKS

17(38) Negative Environmental Impact Statement forthcoming.

Hearing will be held.

State to make survey and plans.

County will construct new roadway and connections, and will be responsible for getting the necessary additional right-of-way. County will offer hearing.



LITTLE DESCHUTES RIV. (BURGESS) BR. SECT.
FAS 555
BURGESS ROAD
Deschutes County

FAS 555
Deschutes Co.

TO: H. S. Cox
County & City Relations Engineer
Oregon State Highway Dept.
State Highway Building
Salem, Oregon

SUBJECT: Negative Declaration
Little Deschutes River (Burgess) Bridge
Burgess Road, FAS 555
Deschutes County

This negative declaration covering the above FAS-C project is being submitted for your concurrence.

LOCATION AND DESCRIPTION OF PROJECT: The proposed project is located at the Burgess Road Crossing of the Little Deschutes River approximately 2.5 miles North of LaPine in Deschutes County.

The proposal consists of constructing a reinforced concrete structure approximately 150 feet downstream from the existing structure and on a new alignment established by the County. The new bridge will have a 40 foot roadway and a 5 foot sidewalk on the downstream (north) side. Deschutes County will construct the approaches and the realigned roadway having 12 foot travel lanes and 8 foot shoulders. Included in the project will be the placement of riprap and installation of guardrail. The existing structure will remain in service until the new bridge and attendant roadways are completed, then it will be removed.

PURPOSE OF PROJECT: The purpose of the proposal is to replace and relocate an existing narrow bridge on a new alignment in order to provide a safer facility for the road users.

The combination of the existing narrow bridge and the crooked alignment of the present roadway makes it hazardous for the log trucks and vacation type vehicles that use Burgess Road. The proposed new alignment will eliminate two 17 degree curves, one 8 degree curve and one 4 degree curve thus providing the required safety to the approximate 550 vehicles per day that travel this route.

EXISTING ENVIRONMENTAL SETTING: The Little Deschutes River channel meanders through a wide floodplain which is inundated annually. The river, at the Burgess Bridge site, drains an area of approximately 1,000 square miles. Although runoffs create periodic high-water flows, stream velocities are low because of the flat channel gradient.

The brush-lined stream banks are generally composed of pumice materials and alluvial gravels; and the floodplain immediately adjacent to the river consists of marshlands heavily covered with tall reedy grass and brush. The surrounding area is made up of cattle ranches, timberlands, recreation areas and summer home-site developments.

RECEIVED
COUNTY & CITY SECTION
JUN 14 1974
☑ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☑ UPE ☐ CE ☒ RE ☐ RPE

Burgess Road is an important east-west connector. It serves as a school route, mail route, and provides access to prime timber country and recreational facilities.

DISCUSSION OF ENVIRONMENTAL IMPACTS: This structure project will significantly enhance the local transportation system by providing road users with a safer facility.

The project being on revised alignment, necessitates the acquisition of additional right of way. No dwellings, buildings, business or commercial enterprises, park lands, recreational areas, wildlife refuges, known historic sites or public lands except for the existing roadway are within the project boundaries. The County will hold a public hearing, if found to be necessary.

The A-95 review process has been completed. The Central Oregon Intergovernmental Council endorsed the proposal by letter, dated November 30, 1973. The Fish and Wildlife Commissions suggested that appropriate measures be taken to minimize adverse effects on the river and its associated environments.

All necessary pollution control measures will be used during construction to ensure that the Little Deschutes River, its natural habitat, and the surrounding environment will remain unimpaired. Federal, State, and local regulations concerning erosion control and air and water quality will be enforced. The contractor is to employ methods of erosion and pollution control; the contractor is expected to prevent deleterious materials from entering or remaining in the streambed at the construction site and shall riprap slopes that may erode.

Existing accesses will be restored in a like or better condition. Utility systems, including aerial power and underground telephone cables, will require minor adjustments.

It is planned to construct the new structure during low water periods. Very minor inconvenience and delays will be imposed on the road users during construction. The present bridge will remain open to traffic during construction of the new structure, but will be removed entirely after the new bridge is completed.

Much of the existing right of way will be returned to the adjacent land owners.

BASIS FOR NEGATIVE DECLARATION: The proposed project is an important element in Deschutes County's planned development of a safe road system. The benefits of the finished project will outweigh any temporary inconveniences to the road users, and to small loss of private land. Detrimental effects, if any, to the local environment will be negligible. The foregoing is in the judgement of the State Highway Division, in cooperation with the Deschutes County, justification for requesting approval of this negative declaration.

8095

cc: E. S. Hunter
L. W. Rulien
W. J. Hart
Robert E. Royer
George Wills
C. G. Swenson
F. E. Terpin
D. L. Trout
Carl Williams (2)

cc's sent 6-25-74

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

June 20, 1974

RECEIVED
ROAD

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

The Wildlife Commission staff has completed its review of your preliminary plans for the Burgess Bridge on the Little Deschutes River (FAS 555). Detailed recommendations on this project will be formulated when the Highway Division applies for a Division of State Lands fill/removal permit. The following recommendations may assist you in further project design.

1. Work in the active flowing stream should be minimized.

2. All efforts should be made to minimize turbidities.

3. Existing vegetation should be maintained.

4. Areas of newly-created banks and exposed soils should be riprapped or revegetated to minimize erosion.

5. Freshly poured concrete should not be allowed to come in contact with the active flowing stream.

If we may be of any further assistance, please call.

Sincerely,

Jim Lauman

Jim E. Lauman, Biologist
Environmental Management Section

JEL:lo
cc Fish Commission of Oregon
Mike Golden

for 555
Deschutes

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

May 30, 1974

Salem, Oregon

FROM: John M. Tindall
Supervising Design Engineer

TO: Mr. H. S. Cox, County-City Engineer
Project Management

SUBJECT:

Little Deschutes R.(Burgess)Br.
Br. 7731A
FAS 555
Deschutes Co.

Enclosed are three prints of Drawing 29790 which is the preliminary plan and elevation for the subject structure.

The estimated cost including an allowance for engineering and contingencies is $186,000. Now $100,000 - see item #18 Sept. 26, 74

These are being sent to you for forwarding to the County for their approval.

JMT/ag

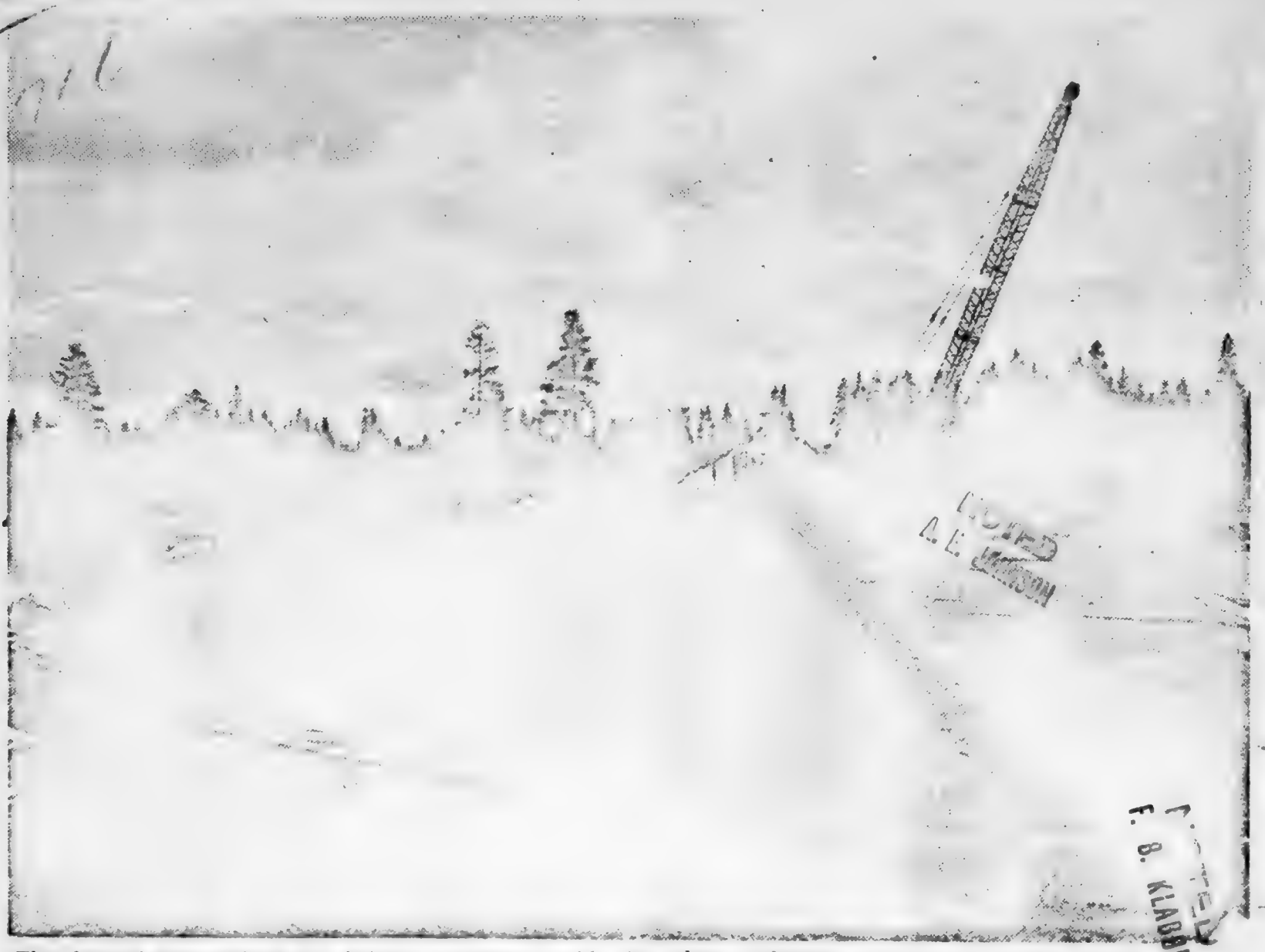
Encls.

cc L. L. Wallace

RECEIVED
COUNTY & CITY SECTION
MAY 30 1974
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8095

10° curve
Safe speed about 47 mph
Superelevation 0.11'/ft. — about the maximum rate used. —
HSC



The slope of these pilings on a bridge under construction on S. Century Drive has Fall River residents concerned. An Oregon Highway Division engineer said the slope appears greater than it is and that drivers will be able to cross the bridge easily during icy conditions if they maintain a safe but reasonable speed. (Bulletin photo by Dave Swan)

New bridge on Little Deschutes River drawing criticism from area residents

The design of a bridge over the Little Deschutes River now under construction on S. Century Drive about 18 miles south of Bend has drawn criticism from residents who regularly travel roads in that area.

Lyle Hoffman, Fall River Road, said last week residents in the Fall River area don't like the slope of the bridge, which he says "looks more like a speedway than a country road."

He said the super-elevation (the amount the roadway slopes from one side to the other) of the bridge is so great it may be difficult to cross when the road is icy in the winter.

The Oregon Highway Division designed the bridge and is supervising its construction.

Bob Sandmann, regional construction engineer for the highway division, said drivers would have no trouble crossing the bridge in winter conditions if they "maintain a safe, reasonable speed."

"I don't see it will be any problem," he said. "We've got plenty of other bridges in the area with the same super."

He said the slope was set by considering the degree of the curve in the roadway and the designated speed for that area (45 miles per hour).

He said the appearance of the bridge now is misleading because the pilings are in place but no deck has been placed on top of the pilings.

"I'm sure it will not look as vicious when we get the deck on it," he said.

The bridge is to be completed within the next two months, Sandmann said.

Dave Hoerning, director of the public works for Deschutes County, said the bridge will be dry "90 per cent of the time."

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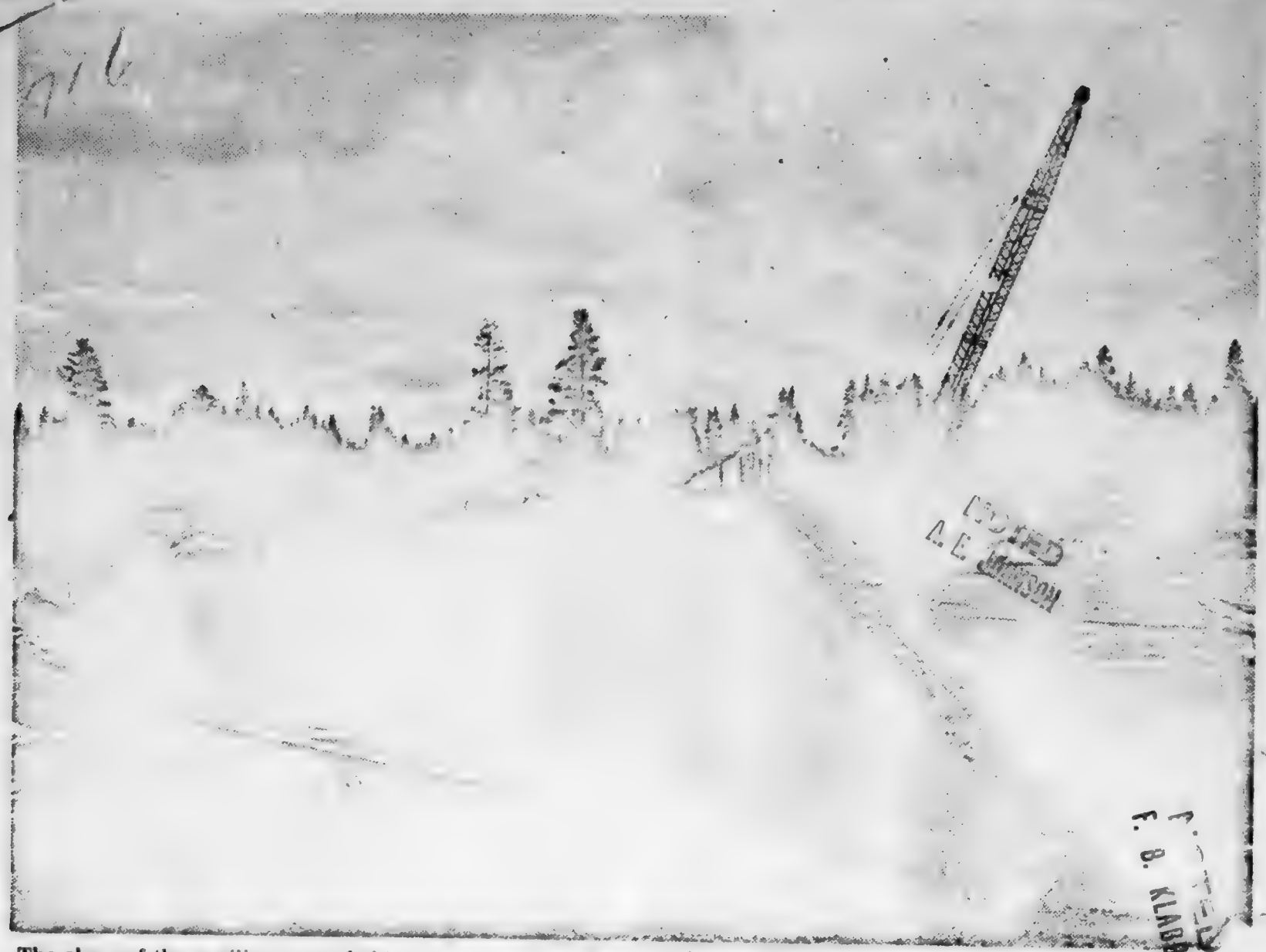

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The bridge is to be completed within the next two months, Sandmann said.

Dave Hoerning, director of the public works for Deschutes County, said the bridge will be dry "90 per cent of the time."

"If we have a problem, we'll have to cope with it," Hoerning said.

"It's tipped to the south, where the sun will get to it," he added.

Hoerning said the road would be heavily sanded during the winter.

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fas 555
Deschutes Co

BURGESS BRIDGE SECTION
LITTLE DESCHUTES RIVER
DESCHUTES COUNTY
APRIL 1974

This proposed crossing of the Little Deschutes River and its flood plain is located in SE1/4 SW1/4 Section 35, T. 21S, R. 10E, W.M., on FAS 555. The purpose of this project is to realign and widen the existing roadway. A new 45-foot-wide concrete structure 100 feet long will replace an existing 26-foot-wide concrete bridge having an 81-foot length. Presently Burgess Bridge is normal to the channel; in contrast the new structure will cross the river on a 23-degree skew resulting in an equivalent bridge length of 91 feet. Construction of the bridge across the stream will be the State's responsibility while the County will be responsible for construction of the fills, grading, paving and installation of necessary culverts across the flood plain. The narrative report submitted by R.H. Clark, resident engineer, indicated that Deschutes County plans to remove the existing structure after the new alignment is opened to traffic.

HYDRAULIC REQUIREMENTS

It is suggested that a 12-inch blanket of Class 50 riprap be placed on the embankment slopes beneath the structure and that the County place a similar blanket along the southerly face of the proposed road embankment to reduce erosion during periods of high water.

The 100-foot bridge as proposed is based on a 50-year frequency peak flow of 2210 cfs for which a water surface elevation of 4198.76 feet has been estimated from field data. Backwater is not expected to be a

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problem because (1) there is significant flood plain storage available upstream from the structure and (2) flow velocities are low in both the main channel and the flood plain.

Deschutes County plans to install additional culverts through the roadway embankment to serve as relief structures during high flood stages. The suggested culvert size and shape picked by the Hydraulics Unit were selected using the following criteria: (1) the water surface elevation based on the estimated backwater from the bridge, (2) pipe arches to be used in lieu of circular pipes to utilize a larger waterway opening per pipe based on estimated backwater from the bridge, and (3) a selected pipe size based on this backwater and a full flow design for the culvert. The number of pipes to be used was assumed as was their distribution and location--two to be installed at station 55± and four to be installed between stations 61 and 65.

Two alternatives are tabulated below:

Frequency	Discharge	Highwater Elevation	Backwater	Channel Velocity
		100-foot Structure		
50-yr (Design)	2210 cfs	4198.76'	0.39'	3.15 fps
1964 Maximum	3660 cfs	4199.80'	1.13'	4.5± fps
		100-foot Structure & Six Relief Culverts (7'0" x 5'1" Structural Plate Pipe-Arches)		
50-yr (Design	2210 cfs	4198.60'	0.23'	2.5 fps
1964 Maximum	3660 cfs	4199.37'	0.70'	3.5± fps

Burgess Bridge Section- 3

HYDROLOGY

Above Burgess Bridge the Little Deschutes River drains an area of approximately 860 square miles. In the lower 30-mile reach the channel maintains an average stream gradient of 1-1/2 feet per mile (0.0284%) and an average sinuosity of between 2.0 and 2.5, indicating a severe channel alignment. The hydraulic gradient and sinuosity for the Little Deschutes River from the gage near La Pine downstream to Burgess Bridge (1 mile±) approximates these averages. Flow velocities are low even during extreme flood and seldom exceed 3 to 4 feet per second.

The river channel meanders through a wide floodplain which is inundated on a 5-year frequency. Channel capacity in the subject reach is estimated to be 580 cfs; the mean annual peak flow is about 535 cfs and the 5-year peak flow about 886 cfs. Major runoffs normally occur during the spring and early summer months and are the result of snow melt in the upper basin area. In the past 50 years for which records have been kept on the Little Deschutes River, only eight years had maximum peak flows occurring during the winter months.

HISTORICAL FLOODS

The maximum flood of record occurred December 25, 1964 from a combination of meteorological events resulting in the saturation and rapid melting of an abnormally heavy snowpack. Following is information from the Odel Lake Weather Station (6.5 miles southwesterly of the proposed bridge site) characteristic of the precipitation pattern for this storm.

Burgess Bridge Section - 4

Between December 17 and 20 the snowpack increased from 33 to 64 inches. Between December 21 and 25 the temperature increased and 16.7 inches of precipitation fell in the form of rain, saturating the heavy snowpack. During that same period the snowpack level dropped about 40 inches resulting in a high runoff. Statistically, the December flood had a recurrence frequency of about 200 years. The discharge at Burgess Bridge was approximately 3660 cfs from data collected for Gaging Station #14-630 "Little Deschutes River near La Pine."

The second highest flood of record occurred May 9, 1956, and had a recurrence frequency of only 13 years. A discharge for that flood through Burgess Bridge was 1320 cfs. Further information is not available for this runoff.

EXISTING CROSSING

At the bridge during the December 1964 flood, runoff covered the entire flood plain and severe erosion occurred at both bridge end abutments. A highwater elevation of 4199.8 feet was estimated from information obtained from County personnel, indicating that water did inundate part of the roadway. From conversation with Charles Plummer, County Road Master, the December 25, 1964 flood washed out both end approaches and was ankle deep over the road some 50 to 60 feet east and 150 to 200 feet west of the present structure. The easterly end abutment was most severely scoured due to the acute channel alignment relative to the bridge. Shoulder rock on the downstream side of the Burgess Road embankment was channeled due

to overflow, but little rock was lost. At present the roadway embankment does not contain relief culverts so the bridge acts as a spillway for the embankment "dam". The existing structure was not overtopped during the 1964 highwater.

Theoretical calculations indicate the backwater (observed elevation minus estimated normal flood elevation), due to the present structure and embankment for the design flood, to be 0.39 feet. Backwater caused by the present structure and road approaches has not caused problems because the La Pine area is sparsely populated. In the future, backwater still will not cause flooding problems since Deschutes County has passed an ordinance disallowing development in the flood plain.

Richard L. Lenz
Hydraulics Engineer

By Allen G. Mickey

Allen G. Mickey
Hydraulic Technician

AGM:jp
cc: V.D. Wolfe
W.J. Hart
J.H. Versteeg
H.S. Cox
C.M. Williams

HYDRAULIC DATA		
	Design Flood	Max, Flood yr (Dec., '64)
Discharge–c.f.s.	2210 cfs	3660 cfs
Frequency-yrs	50 years	200(+) years
H.W. Elevation Natural Channel	4198.8 feet	4199.8 feet
H.W. Elevation Channel Change		
Velocity – f.p.s.	3 fps	4 - 4½ fps

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

LITTLE DESCHUTES RIVER (BURGESS) BRIDGE

COMPILED BY	DATE
A.G. MICKEY	April 9, 197

Narrative Report

LITTLE DESCHUTES RIVER (BURGESS BRIDGE)

Burgess Road - FAS 555
Deschutes County

- 74

This location survey was done in order to prepare plans, specifications, and estimates for construction of a new bridge over the Little Deschutes River.

The new structure will be located approximately 150 feet downstream from the existing structure and on a new alignment established by the County. The proposed structure will have a horizontal clearance of 40 feet plus a 5-foot sidewalk on the downstream (left) side. The County will construct the approaches, (anticipated to be complete by September 1, 1974), acquire the additional right of way, and will also install several pipes to handle the overflow areas under the new fill. The contractor will furnish and place approximately 165 cubic yards of Class 50 rip rap in the area of the new structure for embankment protection, and will install Type 2A guardrail at the bridge ends.

The existing road and structure will remain open to traffic until construction of the new structure is completed and can be opened to traffic. After such time as the new structure is opened to traffic, the contractor will then remove the existing structure and stockpile it at the site for the County. All barricade and/or detour signing will be done by the County.

Electrical and telephone utilities will be involved in this project. It will be the responsibility of the County to make any adjustments and agreements with the respective companies which are:

Midstate Electric Cooperative, Inc.
Pacific Northwest Bell Telephone Co.

As this project is an FAS-C project, an opportunity for a public hearing will be the County's responsibility.

SPECIAL PROVISIONS
Little Deschutes River (Burgess) Bridge
Burgess Road - FAS 555
Deschutes County

Project Information

Carl M. Williams, Regional Engineer, North The Dalles-California Highway Bend, Oregon, Phone 382-1911
N. D. Krehbiel, Resident Engineer, 2128 South Highway 97, Redmond, Oregon Phone 548-5271

Class of Project

This project is a 1974 FAS-C project.

Work To Be Done

The work to be done under this contract consists of the following work on the Little Deschutes River (Burgess) Bridge Section of FAS 555, approximately 1.25 miles west of The Dalles-California Highway and 2.50 miles north of Lapine in Deschutes County.

1. Construction of a reinforced concrete structure over the Little Deschutes River. Roadway width: 40 feet, Sidewalk width: 5 feet
2. Performance of such additional and incidental work as is called for by the specifications and plans.

Applicable Standard Specifications

The standard specifications which are applicable to the work on this project are as published in the 1970 edition of the "Standard Specifications for Highway Construction".

All number reference in these special provisions shall be understood to refer to the Section or subsection of the standard specifications bearing like numbers.

Section 105 - Control of Work

105.06 Cooperation with Utilities - The following organizations may be adjusting utilities within the limits of this project during the life of this contract:

1. Midstate Electric Cooperative, Inc.
2. Pacific Northwest Bell Telephone Company

Arrangements for removing, relocating, or adjusting of utilities on this project is the responsibility of Deschutes County. The contractor shall contact the County for information regarding these arrangements.

There are no unusual conditions or problems on this project, therefore all bid items shall be performed in conformance with their respective sections of the Standard Specifications.

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Little Deschutes River (Burgess) Br. Unit
Highway Burgess Road FAS 555 County Deschutes Prefix 509-1462
Length — Designer Draftsman Date Jan. 1974

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
1. Bridge Removal Work	Lump Sum	—	—	—	2,000.00	2,000.00
2. Shoring, Cribbing, Etc.	Lump Sum	—	—		5,000.00	5,000.00
3. Structure Excavation	Cu. yd	45	5	50	8.00	400.00
4. Loose Rip Rap, Class 50	Cu. yds	150	15	165	12.00	1,980.00
5. Guard Rail Type 2A	Lin. Ft.	600	—	600	5.50	3,300.00

Total $12,680.00

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 2 Sheets

Section Little Deschutes River (Burgess) Br. Unit
Highway Burgess Road, FBS 535 County Deschutes Prefix 509-1462
Length Designer Draftsman Date Feb. 1974
Signed D.H. Clark Title Res. Eng

Grading & Drainage		$
Surfacing		$ 12,680
Extra Work		
Flagging	$ 500.00	
Temporary Erosion Control	100.00	
Total Extra Work		$ 600.00
TOTAL		$ 13,280.00
+ 20% Engineering and Contingencies		$ 25,126.00
Structures		
45'x100'x25"	$ 112,500.00	
Total Structures		$ 112,500.00
Right of Way		$ —
Total Estimated Cost		$ 150,936.00

8095

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

January 14, 1974

cc's sent 1-18-74

E.S. Hunter
L.H. Young
W.J. Hart
C.G. Swenson
F.E. Terpin (3)
W.E. Swartz (4)
R.C. Pool (2)

Mr. Victor E. Wolfe
Location Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Wolfe:

The Wildlife Commission has completed its review of your prospectus for the proposed projects:

La Grande-Baker Highway-Powder River Section
Chandler Lane, FAS 01-106, Baker County

Little Deschutes River (Burgess) Bridge Section
FAS 555, Deschutes County

Foothills Drive Section
FAS C-23-198, Malheur County

The Wildlife Commission does not anticipate serious adverse impacts from these projects. However, we would appreciate receiving more detailed project plans as they are developed.

Thank you for this opportunity to comment. If we may be of any further assistance, please call.

Sincerely,

Jim Lauman

Jim E. Lauman, Biologist
Environmental Management Section

JEL:lo

cc Fish Commission of Oregon
Central Region
NE Region
SE Region

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...TION
SECTION

NOTED
E.S. HUNTER

cc's sent 12-21-73

E.S. Hunter
L.H. Young
W.J. Hart
C.G. Swenson
F.E. Terpin
W.E. Schwartz

8095

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS

JOSEPH I. EOFF
Chairman

JACK F. SHIELDS
Vice Chairman

McKEE A. SMITH
Member

THOMAS E. KRUSE
State Fisheries Director

December 19, 1973

Mr. Victor D. Wolfe, Location Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Wolfe:

Our recommendations for the following title prospectus transmitted to us by your letter of December 15, 1973 are noted below.

La Grande-Baker Highway-Powder River Section
Chandler Lane FAS 01-106 Baker County

Little Deschutes River (Burgess) Bridge Section
FAS 555, Deschutes County

Foothill Drive Section
FAS-C 23-108, Malheur County

a. Minimize or eliminate channel changes where possible.

b. Minimize or eliminate streams siltation by not working in stream. Work behind cofferdam or berm if possible.

c. Reseed and replant exposed construction areas along streambed.

d. Prevent deleterious material such as petroleum and chemical waste from entering the stream during construction periods.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon Game Commission

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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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DEC 20 1973
LOCATION
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12-12-73

PREFIX NO. 509-1462

LOCATION PROSPECTUS
LITTLE DESCHUTES RIVER (BURGESS) BRIDGE SECTION
FAS 555
DESCHUTES COUNTY

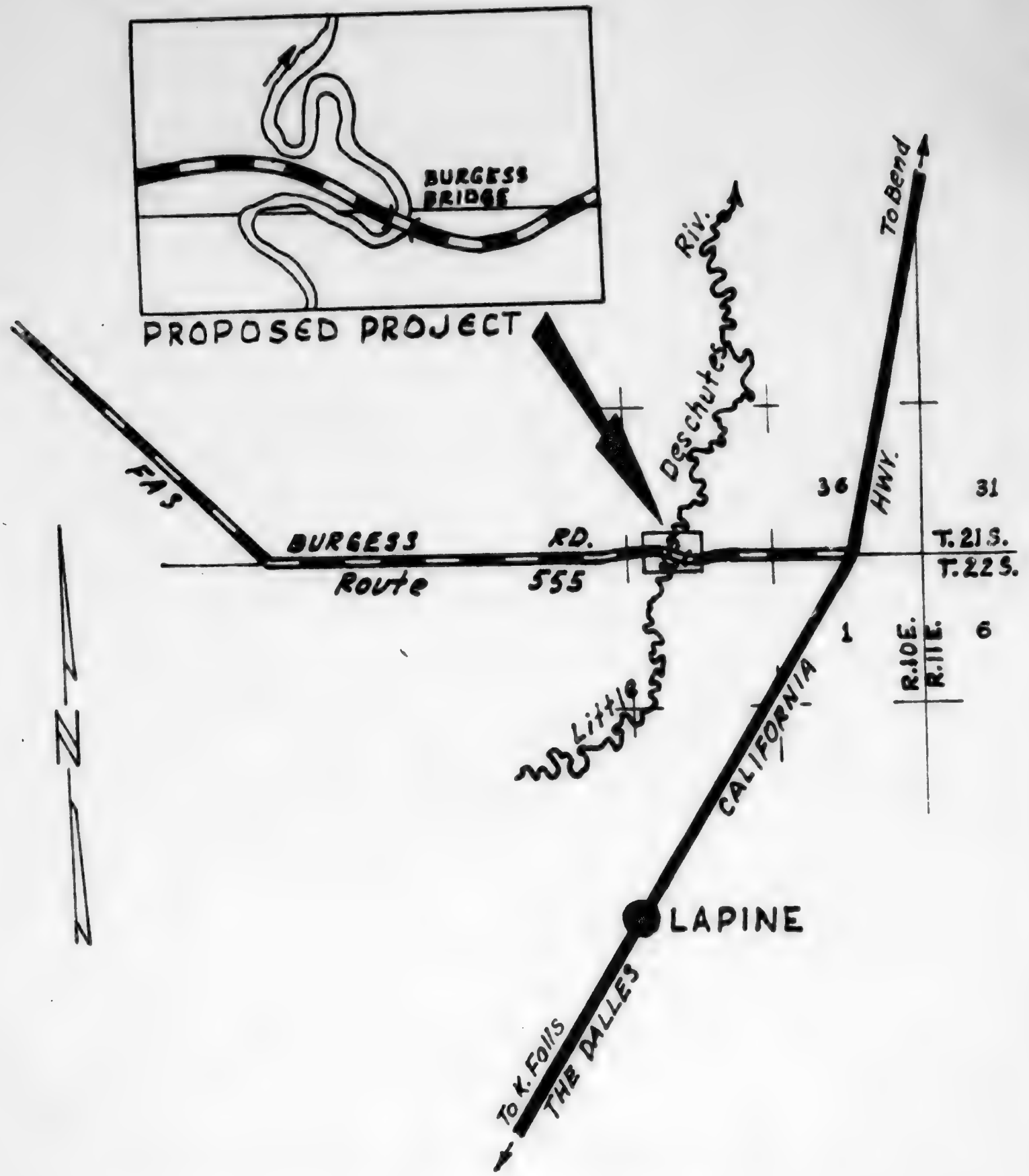
RECEIVED
DEC 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

HIGHWAY:	Burgess Road, Federal Aid Secondary No. 555
TERMINI:	Little Deschutes River
PROGRAM:	1974 FAS-C funds
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimates for construction of a new bridge over the Little Deschutes River. Deschutes County will be responsible for the detour during construction. County will construct the approaches and acquire the additional right of way. Soils investigations will be conducted. Drainage problems are not anticipated; however, studies of past high water data will be conducted to see if the design of the project will be affected. State will prepare a vicinity map. An economic analysis is not needed at this time
TYPICAL SECTION:	Two 12-foot travel lanes and 4-foot shoulders
BASE DESIGN:	To be determined during the survey
STRUCTURE:	New structure to have 40-foot horizontal clearance plus a 5-foot sidewalk on the downstream side. Contractor to remove the present structure
ACCESS:	Responsibility of Deschutes County
ADD'L FACILITIES:	None affected
MATERIAL:	Commercial source
UTILITIES:	Routine utility adjustments and agreements will be necessary
AGREEMENTS:	Routine FAS-C project. An opportunity for a public hearing will be County's responsibility
PARKS:	None affected

NOTED
E. S. HUNTER

December 12, 1973
Attachment

cc Federal Hwy Administration (3)
Oregon State Game Commission
Fish Commission of Oregon
W. J. Hart (3)
J. H. Versteeg
J. M. Cartwright (2)
B. L. Gifford
A. D. Olson
Rudy Wellbrock
C. G. Swenson
W. H. Wakerlig
F. B. Klaboe
J. B. Boyd (3)
R. L. Schroeder
C. T. Keasey
V. D. Wolfe
R. N. Chase
W. N. Hackleman
R. E. Olson
J. A. Rowland
W. H. Tebeau
G. C. Wills
J. F. Putnam (3)
E. S. Hunter
L. E. George
D. H. Moehring
L. H. Young
H. S. Cox (2)
J. D. McClure
Roger Trigstad
R. E. Royer
F. E. Terpin
F. W. Yarbrough (2)



LITTLE DESCHUTES RIV. (BURGESS) BR. SECT.
FAS 555
BURGESS ROAD
Deschutes County

Deach

MEMO TO FILES

December 11, 1973

Re: Little Deschutes River (Burgess)
Bridge Section
FAS 555
Deschutes County

Mr. Charles Plummer, Deschutes County Roadmaster, has requested that we change the roadway width in the design for this structure from the 32' as originally requested to 40'. The 5' sidewalk on the downstream side will remain.

30' rdwy

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

cc: W. J. Hart
Victor Wolfe
C. G. Swenson
J. F. Putnam
FHWA, Attn. H. A. Schell
Charles Plummer, Deschutes Co.

Haerning Says — 40' roadway
5' Sidewalk

3:40 PM 12-10-73

SI

☐ ENGR. ☑ ASST. ☑ OE ☒ AE ☒ UE
☑ UPE ☐ CE ☐ RE ☒ RPE ☐

FAS 555
Deschutes Co

bc: J. F. Putnam
W. J. Hart
G. C. Wills

December 6, 1973

Mr. David C. Hoerning
Deschutes County Director of
Public Works
1507 East 1st Street
Bend, Oregon 97701

Attention Mr. Charles Plummer
Roadmaster

Re: Little Deschutes River (Burgess) Br.
FAS 555
Deschutes County

Dear Mr. Hoerning:

In your request for this project you stated that you wished this structure to have a 32-foot roadway. Upon checking into the standards for secondary roads we find the minimum width for a bridge with the present ADT in excess of 500 should have a roadway somewhat wider than 32 feet. It is also anticipated that the volume of traffic will soon greatly increase because the area served by this route is being subdivided. Considering these things, we feel the width of the roadway on this structure should be at least 36 feet.

Would you please give this matter your cr ideration and see if a wider structure would be more appropriate.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Jus 555
Deschutes Co

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 19, 1973

In reply refer to: 10-35.7

SUBJECT: Oregon Project S-142(-)
Little Deschutes River (Burgess) Br. Sec.
Burgess Road

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Your Notice of Intent on the above subject dated October 26, 1973 shows a 32-foot wide structure to be constructed. We find that this minimum width with 12' lanes might be in question within a few years due to the subdivision development now taking phce in this area.

Please review this location and see if a structure 36' wide might be more appropriate.

G. L. Green

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STATE HWY ENGR
NOV 20 73
REFER TO
Hunter - JAA
FOR
Info | Drives | Rdn | D/R | Surf | Art | File

Called Mly Plummer 12/4/73 to discuss the matter of letter to him

RECEIVED
NOV 21 1973
LOCATION SECTION

NOTED
E. S. HUNTER
CC Hunt - for reply

RECEIVED
COUNTY & CITY SECTION
NOV 29 1973
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

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NOV 30 1973
OFFICE OF

8095

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 17, 1973

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO Oregon Transportation Commission

ORIGINAL SIGNED BY
A.E. JOHNSON

FROM A. E. Johnson
Acting State Highway Engineer

4K

SUBJECT Proposed FAS-C Projects
Proposed FAS-C Cancellation

The accompanying tabulations describe six proposed Federal-Aid Secondary projects--one each in Baker, Crook, Deschutes and Jefferson Counties, and two projects in Malheur County, along with a request for the cancellation of a project in Coos County.

The project requested by Baker County is for grading, paving and the widening of three structures on the Chandler Ranch-Powder River Section of FAS 01-106. The FAS funds required for this project are estimated to be $275,000, of which $34,375 will be the cost to the State.

Crook County is requesting the replacement of a bridge over McKay Creek on McKay Creek Road on FAS 401. This bridge is approximately five miles north of Prineville and is estimated to cost approximately $50,000, of which $6,250 will be the cost to the State.

The request by Deschutes County is to replace the Burgess Bridge over the Little Deschutes River on FAS 555. The estimated cost of this project is approximately $100,000, of which $12,500 will be the cost to the State.

Jefferson County is requesting the replacement of a bridge over Willow Creek on "C" Street in the city of Madras on

FAS 16-108. The estimated cost of this project is approximately $100,000, of which $12,500 will be the cost to the State. The county's share of this project is to be made up by the City of Madras' $25,000 SCA funds.

The two projects requested by Malheur County are for bridges on Foothill Drive, FAS 23-108; one being over Willow Creek and the other over a drainage ditch. The estimated cost of these structures is approximately $70,000, of which $8,750 will be the cost to the State.

Coos County is requesting the cancellation of the Chandler-Landrith Bridge Section on FAS 255. The County has decided to replace the Landrith Bridge instead of improving this section of roadway.

These matters will be on the agenda for the October 24 meeting and I recommend their approval.

Attachments

bc C. W. Head
George Baldwin
F. B. Klaboe
H. S. Coulter
E. S. Hunter
R. L. Schroeder
H. S. Cox
Walter Hart
L. H. Young
Vern Skoog
Gary Sund
Robert Whipps

HR:ljt ja

FORM 6-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

October 16, 1973

To: Mr. R. L. Schroeder
Asst. State Highway Engineer

B U I L D I N G

SUBJECT: Proposed FAS-C Projects
Proposed FAS-C Cancellation

Attached are thirteen copies of the tabulations and maps describing and locating six proposed FAS-C projects; one each in Baker, Crook, Deschutes and Jefferson Counties, and two in Malheur County, along with the cancellation of a project in Coos County.

The project requested by Baker County is for grading, paving and the widening of three structures on the Chandler Ranch-Powder River Section of FAS 01-106.

Crook County is requesting the replacement of a bridge over McKay Creek on McKay Creek Road on FAS 401.

The request by Deschutes County is to replace the Burgess Bridge over the Little Deschutes River on FAS 555.

Jefferson County is requesting the replacement of a bridge over Willow Creek on "C" Street in the City of Madras on FAS 16-108.

The request by Malheur County is for two bridges; one over Willow Creek and the other over a drainage ditch. Both bridges are on FAS 23-108.

The cancellation by Coos County is for the Chandler-Landrith Bridge Section on FAS 255.

If satisfactory, would you please present these projects to the Oregon Transportation Commission for approval at their October 24, 1973 meeting. A draft of a suggested letter to the Commission is attached.

H. S. Cox
County and City Engineer

By: Harold Reynoldson
Harold Reynoldson
Rural Program Engineer

RECEIVED
OCT 16 1973
Assistant State Highway Engineer

HR:ljt
Att.

10-9-73

DESCHUTES COUNTY
Proposed FAS Project

FAS 555: Little Deschutes River (Burgess) Bridge. Structure only, $100,000.

Construct a reinforced concrete bridge with a 32-foot roadway, with 5-foot sidewalk on the downstream side. Road can be closed during construction and other existing roads can be used as detour. Contractor will sign project in immediate area of bridge, county will sign outside. Contractor will guardrail on approaches, place riprap, and remove the existing bridge. There will be additional right-of-way. Utilities are involved.

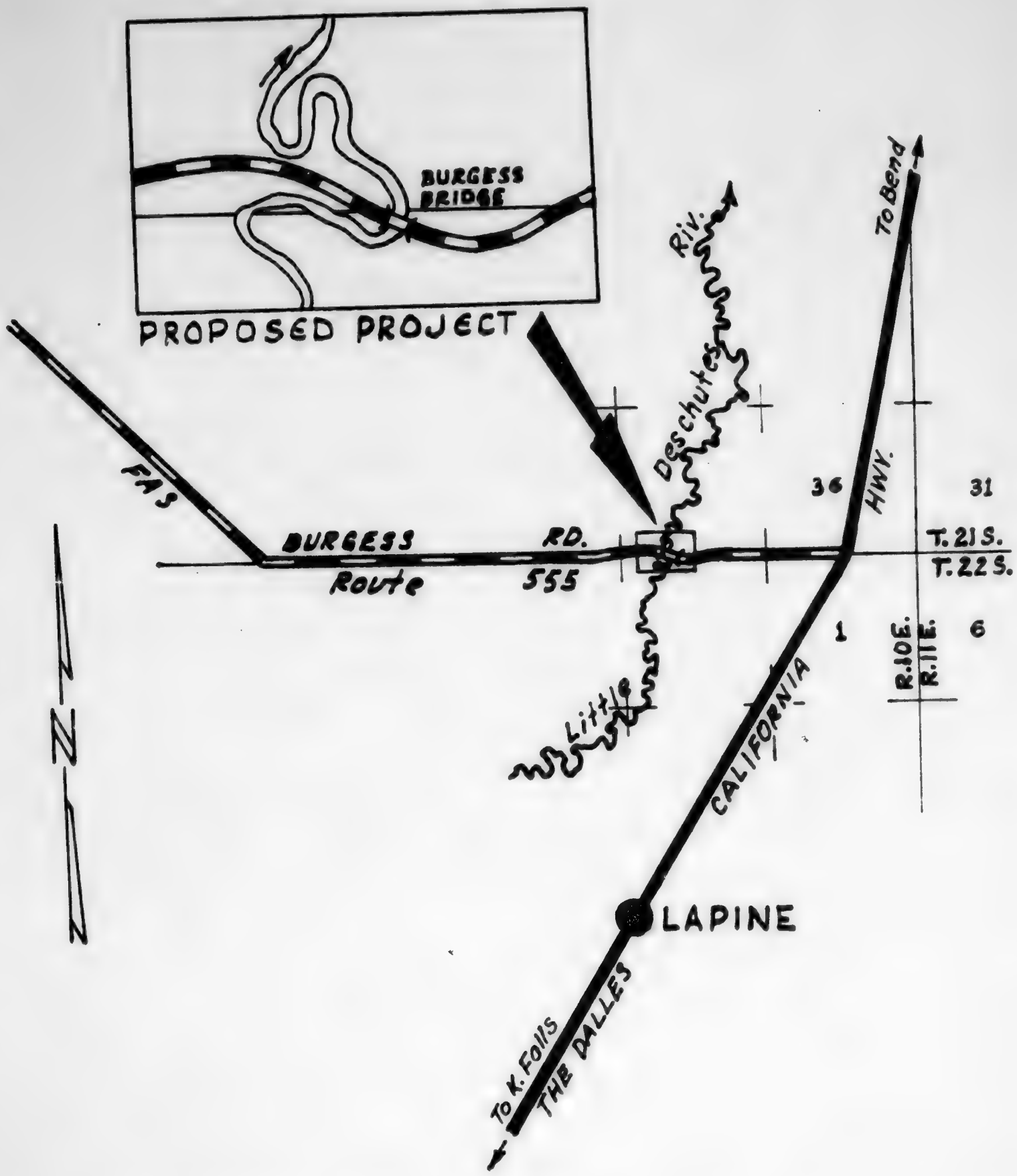
Hearing will be held.

State to make survey and plans.

County will consruct the approaches and connections, and will be responsible for getting the necessary additional right-of-way. County will hold hearing.

APPROVED 10-24-73

73-C
10/9/73



LITTLE DESCHUTES RIV. (BURGESS) BR. SECT.

BURGESS ROAD

FAS 555

Deschutes County

Approach
FAS

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Deschutes FAS No. 555 Date 9-27-73
County Road Name Burgess
Section Name Highway 97 to Camp Rosland
Type of Project Bridge
Location of Project (Attach sketch map) _____
ADT _____ Design Speed _____

Is this request for county bridge design only? Yes _____ No _____
county FAS bridge design? Yes ✓ No _____
Will County hire consultant for this project? Yes _____ No _____
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type AC (AC, Pug Cold Mix, Penetration Mat) Total Travel Width 24'

2. Shoulders: Type AC (AC, Pug Cold Mix, Oil Mat) Width Each Side 4' C. Plummer 12/11/73 MP Total Top Width 32 40

3. Grading & Drainage:
By County ✓ County Date of Completion 9-1-74 By Contract _____

4. Bottom Base Course:
By County _____ County Date of Completion _____ By Contract _____
Has base design been given to County? Yes _____ No _____
Will it be furnished? Yes _____ No _____

5. Leveling Course:
By County _____ County Date of Completion _____ By Contract _____

6. Binder Course:
By County _____ County Date of Completion _____ By Contract _____

7. Traveled Surface & Shoulders:
By County _____ County Date of Completion _____ By Contract _____

8. Clearing:
By County _____ County Date of Completion _____ By Contract _____

9. Curbs:
Curbs Required? Yes _____ No _____
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
_____
Width between curbs _____

RECEIVED
COUNTY & CITY SECTION
OCT 4 - 1973
✓ ENGR. ✓ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☑ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____No_____
If answer is No, which of the following applies?
Contrary to public safety_____Cost excessive to need or use_____
Sparse population_____Area exempt from bike law_____
What is desired width of trail or walkway_____ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____No_____

12. Will replacement be by: County_____Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No_____

25. Will detour be constructed and maintained by County? Yes_____No_____

26. Will detour be constructed & maintained by Contractor? Yes_____No_____

27. Will County sign project outside work area during construction?
Yes_____No_____

28. Will Contractor sign project outside work area during construction?
Yes_____No_____

29. Should contract provide for permanent signing? Yes_____No_____

30. Should State do permanent signing? Yes_____No_____

31. Will traffic signals be required? Yes_____No_____
If yes, give location and type desired_____
_____

32. Is project contingent upon other factors? Yes_____No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____
_____
_____

Remarks re Section I:_____
_____
_____
_____
_____

II. BRIDGE PROJECT DATA

1. Name of river or stream LITTLE DESCHUTES RIVER

2. Name of bridge BURGESS BRIDGE

3. Dimensions of existing bridge. Length 82.7 Roadway Width 26.3

4. Type of design and material used in existing bridge. CONCRETE SUB STRUCTURE TIMBER PILES

5. Location (please attach map with location marked):_____
Section_____Township_____Range_____W.M.

$100,000

6. Desired width of proposed bridge 32' MIN. Approx. length 100'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes ✓ No _____
Upstream _____ Downstream ✓ Width 5'

8. Does County wish a particular type of bridge design? Yes ✓ No _____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Concrete & Steel

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes _____ No ✓
Explain _____

10. Foundation Testing: By County? Yes _____ No _____
By State? Yes ✓ No _____

11. Will County close road during construction? Yes _____ No ✓

12. Can presently established road be used as detour? Yes ✓ No _____

13. Must a new detour be constructed? Yes _____ No ✓

14. Will detour be constructed & maintained by County? Yes _____ No ✓

15. Will detour be constructed & maintained by Contractor? Yes _____ No _____

16. Will County sign project outside work area during construction?
Yes ✓ No _____

17. Will Contractor sign project outside work area during construction?
Yes _____ No ✓

18. Approaches or Connections by County Yes ✓ No _____
by Contractor Yes _____ No _____
Traveled surface: Type AC Width 24 Plummer
Shoulder surface: Type AC Width ~~4 ft~~ 8 12/4/03
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes _____ No ✓

N.W. quadrant distance from structure _____
N.E. quadrant distance from structure _____
S.W. quadrant distance from structure _____
S.E. quadrant distance from structure _____

20. **Guardrail:** Desired on approaches or connections: Yes ✓ No_____
By County _____ Contractor ✓
Right side only? Yes_____ No_____
Both sides? Yes ✓ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:**
Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes ✓ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. **If riprap or rock blanket required, to be:**

By County? Yes_____ No_____
By Contractor? Yes ✓ No_____

23. **Will any of the following utilities be attached to this structure?**

a. Water mains: Yes_____ No ✓ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No ✓ Size_____
Company_____
c. Storm sewer: Yes_____ No ✓ Size_____
Company_____
d. Gas mains: Yes_____ No ✓ Size_____
Company_____
e. Power lines: Yes_____ No ✓ Size_____
Company_____
f. Telephone lines: Yes_____ No ✓ Size_____
Company_____
g. Other Utilities:_____

24. **Does County wish provisions made for future utility attachment to structure?** Yes_____ No ✓

25. **Does County wish lightpost bases and conduit installed?** Yes_____ No ✓

26. **Does County wish complete job of illumination in project?** Yes_____ No ✓

27. **Is project contingent upon other factors?** Yes_____ No ✓
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

_____

_____

_____

Remarks re Section II: _____

_____

_____

_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes ✓ No _____
   By Consultant? Yes _____ No _____
   By County? Yes _____ No _____
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ✓ No _____

3. Construction plans and specifications to be prepared:
   By State? Yes ✓ No _____
   By Consultant? Yes _____ No _____
   By County? Yes _____ No _____

4. Does County desire center line to be permanently monumented as part of project? Yes _____ No ✓

5. Does County desire right-of-way to be permanently monumented as part of project? Yes _____ No ✓
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

_____

_____

_____

_____

_____

_____

_____

IV. **RIGHT-OF-WAY & UTILITIES DATA**

1. What is width of existing right-of-way? Maximum 60' Minimum_____

2. Is any additional right-of-way needed? Yes ✓ No_____

3. Will right-of-way be acquired by: Resolution_____ or Deed ✓

4. Should State prepare options? Yes_____ No ✓

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No ✓

6. Should material source site be included in right-of-way descriptions? Yes_____ No ✓

7. Is there any merchantable timber on right-of-way? Yes_____ No ✓

8. Will timber be reserved for owner? Yes_____ No_____
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes ✓ No_____
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes ✓ No_____
If yes, give type and name of utility company:_____
_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes ✓ No_____
If yes, give type and name of utility company:_____
_____

13. Are utilities on existing right-of-way by permit ✓ or by franchise_____
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No ✓
If yes, give name of irrigation company or district_____
_____
and dates between which water can be turned off: From_____
To_____

15. Are there any railroad crossings? Yes_____ No ✓

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No ✓

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes ✓ No ✓
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No ✓
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry _____ Cinders ✓

2. Owner: County _____ State _____ Private _____ Other US FOREST Service

3. Location: FINLEY BUTTE Section 20-21 Township 22 Range 11 W.M.

4. If County lease, what are royalty payments? NONE

5. Materials furnished by County: Borrow ✓ Select Topping _____
   Base Course ✓ Level Course ✓ Mineral Agregates ✓
   Location FINLEY BUTTE
   Miscellaneous Items _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $_____

2. Available FAS Funds $_____

3. Does County wish advancement of future Federal funds? Yes _____ No _____
   Amount _____

4. Date match money is available _____

5. Will there be any 100% County money? Yes _____ No _____

6. Maximum amount of 100% County money available: $_____

7. Date County requests letting: _____

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman

By _____
County Commissioner

By _____
County Commissioner

By _____
~~County Engineer~~ or Roadmaster

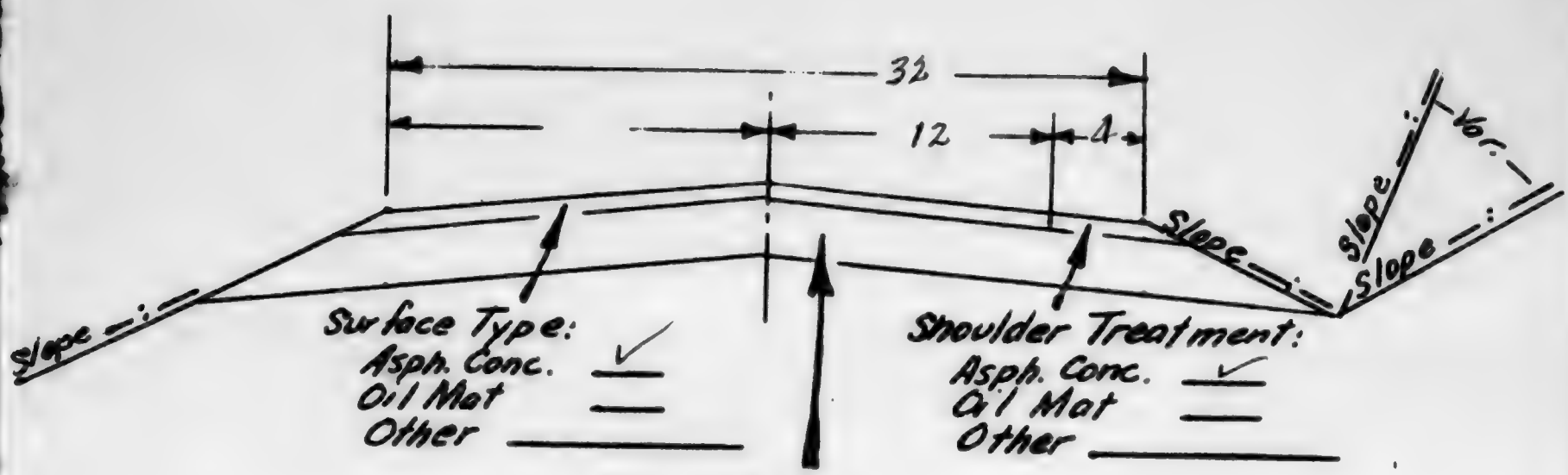
County Deschutes

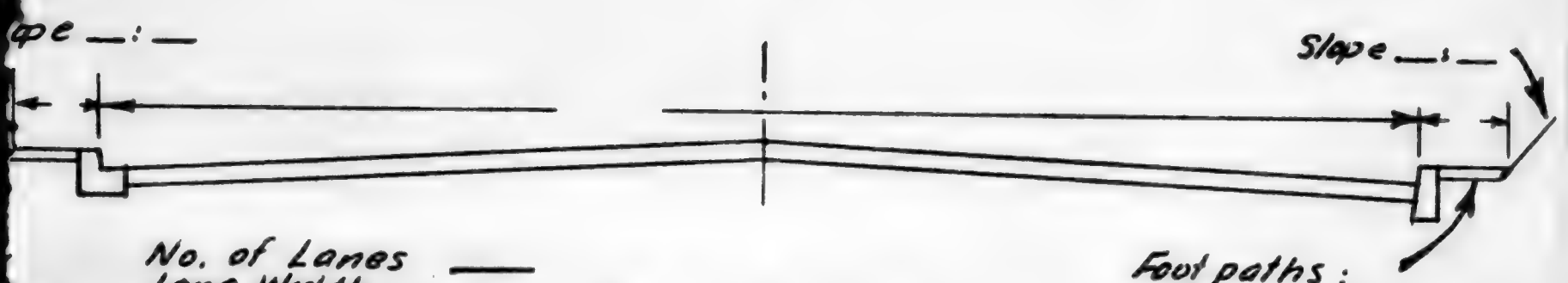
Date 9-28-73

_____
O.S.E.D. Field Engineer

Date 10-5-73

TYPICAL SECTION





No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Curbs
Type "C" ___
Curb & Gutter ___
Other ___

Foot paths:
Asph. Conc. ___
Gravel ___

8096 Birch Ave.-Crater Lake Hwy. 1975
(Medford) Rogue Valley Hwy.
(0.34 mi. grade,pave,tr.sig.)

CA 4843 11-20-18

TOPS

OREGON STATE HIGHWAY DIVISION

FORM A-150 (REV. 1-73)

HIGHWAY DIVISION INVOICE

NO. 121158

DATE	BILLING REQ. NO.	YOUR ORDER NO.
12/21/76	CC 1669	

CODE: MEDFØRD

- City of Medford
- Attn: Mr. Robert D. Kortt, Traffic Engr.
- City Hall
- Medford, OR 97501

CREDIT DISTRIBUTION

15-0607-299

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: TOPICS Project T-5019(5) Birch Avenue-Crater Lake Hwy. Section Rogue Valley Hwy. City of Medford			
Agreement dated 11/13/73 Contract No. 8096			
City's advance deposit			17,710.00
Amount previously transferred			15,710.00
City's cost per attached sheet			17,801.18
Amount previously transferred			15,710.00
			2,000.00
Amount Due from City (attach itemized statement to invoice)			2,091.18
			$ 91.18

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
DEC 22 1976
COUNTY
CITY
UNIT

Requires Report
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

✓

T

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-68)
SP°F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Medford
City Hall
Medford, OR 97501
Attention of
Mr. Robert D. Kortt
Traffic Engineer

Request No. (assigned by staff engineer or head of division) cc 1669

Date December 1, 1976

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: TOPICS Project T-5019(5)
Birch Avenue-Crater Lake Hwy. Section
Rogue Valley Hwy.
City of Medford

Agreement dated 11/13/73
Contract No. 8096

Itemized Statement: CLR-DT File No. T-5019(5) Advance Deposit $17,710

Quantity	Unit	Description	Unit Price	Amount
		City's advance deposit	$17,710.00	
		Amount previously transferred	15,710.00	
				$2,000.00
		City cost per attached sheet	$17,801.18	
		Amount previously transferred	15,710.00	
				2,091.18
		Amount Due From City		$ 91.18
		(Attach itemized statement to invoice)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $17,710.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $17,710

Give the number of the last previous request in connection with this same service. cc 1507

Credit distribution:
15-0607-299

Submitted by:
Gary E. Zehner
Gary E. Zehner, Local Projects Coord.

Approved:
☐ ENGR. ☐ ASST. ☐ SE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐
Division Engineer

Approved:
ORIGINAL SIGNED BY GEORGE HOPKINS
G. N. Hopkins
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: December 1, 1976

CITY Medford Contract No. 8096 Date Completed 8/4/75

PROJECT # T-5019(5) Section Birch Ave.-Crater Lake Hwy.

PAYMENTS TO CONTRACTOR ITEM		TOTAL COST
Preliminary Engineering		$ 11,265.65
Payments to Contractor		126,522.92
SFO#2 Permanent Pavement Striping		915.07
Construction Engineering		15,021.99
	TOTAL COST	$153,725.63
		118,123.28
Federal Aid funds Collected	BALANCE	$ 35,602.35

City Share per agreement dated 11/13/73:
50% of $35,602.35 = $17,801.18

Reference: Billing Form cc 1669

CONT NO 8096 & FA PROJ NOS T 519005 100
015 0607 201 00 P 1
015 0607 201 00 H 1
015 0607 204 00 N 1
126,219.77
STATE 1 75 76

ER LAKE HWY CONT NO 8096 * FA PROJ NOS T 519005 100

015	0607	201	00 P 1			STATE		
015	0607	201	00 N 1			126,219.77	75	76
015	0607	204	00 N 1			301.48	75	75
015	0607	204	00 N 9			4,275.65	75	76
015	0607	206	00 N 1			4,275.65CR	75	75
015	0607	278	02 P 1			1.67	76	76
015	0607	296	00 N 9			915.07	75	76
015	0607	298	00 N 9		18,462.00	133,833.28CR	74	76
015	0607	299	00 N 9		462.00CR	118,123.28	74	76
015	0607	900C	00 P 1		18,000.00CR	15,710.00	75	76
015	0607	900C	00 N 1		1,733.67CR	11,349.24	74	76
015	0607	901	00 P 1		1,743.08	2,308.51	75	76
015	0607	901	00 N 1			5,030.86	74	75
015	0607	905	00 P 1			8.92	74	74
015	0607	906	00 N 1			2,930.40	74	75
015	0607	908	01 P 1			31.84	75	75
015	0607	911	00 P 1			285.26	75	75
015	0607	912	00 P 1			1,009.82	74	75
						163.53	74	75

COST SUMMARY

OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	015	0607	912	00 N 1			1.44	75	75
	015	0607	914	00 P 1			210.91	74	75
	015	0607	920	00 P 1			35.39	74	75
	015	0607	921	00 P 1			1,050.66	74	75
	015	0607	923	00 P 1			431.37	74	74
	015	0607	923	00 N 1			.34CR	74	74
	015	0607	924	00 P 1			75.59	74	75
	015	0607	950C	00 P 1			1,364.24	74	75
			TOT	P1		1,733.67CR	151,072.11		
			TOT	N1		1,743.08	6,929.17		
			TOT	N9			4,275.65CR		
			** JOB TOTALS **		**	9.41 **	153,725.63 **		

(MEMORANDUM) Final Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DOT VOUCHER NO.

VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO (Insert official or depositary named in project agreement)

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Building, Salem, Oregon 97310

(For use of Paying Office)

STATE
Oregon

FEDERAL AID PROJECT NO.
I-5019 (5) MEDFORD

VOUCHER PERIOD: FROM 12-11-73 TO 7-12-76

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
$153,716.22	$151,072.11	78.1%	$118,123.28	$118,123.28	$ 0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

V. E. Skeen
Controller

$ 0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Birch Ave. - Crater Lake Hwy (Hartford) Section Jackson County					
	Preliminary Engineering (Type Code P.E.					
	Preliminary Engineering	All	Required		$11,223.71	
	Total Preliminary Engineering Cost				$11,223.71	✓
	Construction (Type Code Y03) Traffic Signals (Sta. 715 + 50 to Sta. 727 + 95) (Sta. 20 + 75 to Sta. 17 + 95) (Contr. F 8096)					
	Final Contract Payment Summary Lump Sum				$126,219.77	✓
	SF0#2 Permanent Pavement Striping	All	Required		915.07	✓
	Total Construction Cost				$127,134.84	
	Construction Engineering State	All	Required		$12,713.48	✓
	Total Participating Cost				$151,072.11	
	Nonparticipating Items					
	Preliminary Engineering	All	Required		$41.88	✓
	Final Contract Payment Summary	Lump	Sum		301.46	✓
	Interest Paid to Contractor	All	Required		1.67	✓
	Construction Engineering	All	Required		2,299.10	+9.41 = 2308.51
	Total Nonparticipating Cost				2,644.11	2,653.52
	Total Cost				$153,716.22	
					153,725.63	
	Prepared based on costs shown on Federal Billing as of 7-31-76.					
	AMOUNT CARRIED FORWARD.....					

FORM PR-20A (6-71)

GPO 914-021

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

(MEMORANDUM) Final Voucher

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

CO. VOUCHER NO.

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

7-12-76

THE UNITED STATES, DR., TO (Insert official or depositary named in project agreement)

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Building, Salem, Oregon 97310

STATE
Oregon

(For use of Paying Office)

FEDERAL AID PROJECT NO.
T-5019 (5)

VOUCHER PERIOD: FROM 12-11-73 TO 7-12-76

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
$153,716.22	$151,072.11	78.13%	$118,123.28	$118,123.28	$ 0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

V. E. Skeog
Controller

$ 0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Birch Ave. - Crater Lake Hwy (Medford) Section					
	Jackson County					
	Preliminary Engineering					
	Sys. & Code P.E.					
	Preliminary Engineering					
	Total Preliminary Engineering Cost	All Required			$11,223.79	
					$11,223.79	
	Construction					
	Type Code YC31					
	Traffic Signals (Sta. 715 + 50 to Sta. 727 + 95) (Sta. 20 + 75 to Sta. 17 + 45) (Contr. # 5096)					
	Final Contract Payment Summary	Lump Sum			$126,219.77	
	SF042 Permanent Pavement Striping				915.07	
	Total Construction Cost	All Required			$127,134.84	
	Construction Engineering					
	State					
	Total Participating Cost	All Required			$12,713.48	
					$151,072.11	
	Nonparticipating Items					
	Preliminary Engineering					
	Final Contract Payment Summary	All Required			$41.86	
	Interest Paid to Contractor	Lump Sum			301.48	
	Construction Engineering	All Required			1.67	
	Total Nonparticipating Cost	All Required			2,299.10	
	Total Cost				$2,644.11	
					$153,716.22	

Prepared based on costs shown on Federal billing as of 7-31-76.

AMOUNT CARRIED FORWARD.....

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYME..T VOUCHER - COVER SHEET

WARRANT NUMBER 41080 FISCAL YEAR

PAYEE

M.C. Lininger & Sons, Inc.
Box 1145
Medford, OR 97501

VOUCHER DATE: 3-1-76

TOTAL AMOUNT: $1,000.00

CONTRACT NO.: 8096

ESTIMATE NO.: 9F

PERIOD COVERED: to 8/4/75

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction.
For Payment of accounts incurred by the State Highway Division by authority of ORS 366.435.

APPROVED:

DESIGNATED AUTHORITY

This final claim has been authorized in the above amount.

(DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, _____ certify that I am _____

(IF FIRM OR CORP., STATE CAPACITY)

that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

_____ (Signature)

FORM 81-734-1020

CONTRACT NO. 8096 | ESTIMATE NO. 9 | PREPIX NO'S.

FEDERAL AID PROJECT NO. I 5019005 | PREPIX NO'S.

(FROM)

	QUANTITY TO DATE	UNIT PRICE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	100.000	3500.0000	3500.00	3500.00	
	299.440	8.0000	2347.52	2347.52	
	2.000	125.0000	250.00	250.00	
	13.500	12.0000	162.00	162.00	
	100.000	2000.0000	2000.00	2000.00	
	2,121.460	4.0000	8485.84	8485.84	
	376.630	1.0000	2636.41	2636.41	
	73.000	8.0000	584.00	584.00	
	10.500	7.0000	73.50	73.50	
	2,678.950	5.0000	13394.65	13394.65	
	843.200	20.0000	16864.00	16864.00	
	956.000	8.0000	7648.00	7648.00	
	10.000	67.5000	675.00	675.00	
	2.000	100.0000	200.00	200.00	
	437.370	12.0000	5248.44	5248.44	
	104.810	120.0000	12577.20	12577.20	
	10.000	100.0000	1000.00	1000.00	
	2.000	250.0000	500.00	500.00	
	1.000	100.0000	100.00	100.00	
	100.000	2650.0000	2650.00	2650.00	
	100.000	2400.0000	2400.00	2400.00	
	100.000	5170.0000	35170.00	35170.00	

TOTAL CONTRACT ITEMS	100.000	200.0000	200.00	200.00	
	4.000	30.0000	120.00	120.00	
	2.000	370.0000	740.00	740.00	
	100.000	402.5000	402.50	402.50	
	50.000	4.2000	210.00	210.00	
TOTAL CONTRACT ITEMS					
FORCE ACCOUNT					
TOTAL PAYMENTS					

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 81-734-1029

COUNTY	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
JACKSON	8096	9	
HIGHWAY: ROGUE VALLEY	FEDERAL AID PROJECT NO.: F 5019005		
SECTION: BIRCH AVE-CRATER LAKE HWY (MEDFORD)			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	1P TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	3500.0000	100.000	3500.00	3500.00	
002	1P TEMPORARY SIGNS	SQ FT	8.0000	293.440	2347.52	2347.52	
003	1P TEMPORARY BARRICADES	ONLY	125.0000	2.000	250.00	250.00	
004	1P FLAGMEN	HRS	12.0000	13.500	162.00	162.00	
005	1P REMOVAL OF STRUCTURES ANDOBSTRUCT PA 1,2	LUMP SUM	2000.0000	100.000	2000.00	2000.00	
006	1P GENERAL EXCAVATION	CU YDS	4.0000	2,121.460	8485.84	8485.84	
007	1P TRENCH EXCAVATION PA 6	CU YDS	7.0000	376.630	2636.41	2636.41	
008	1P FURNISHING AND PLACING TOPSOIL	CU YDS	8.0000	73.000	584.00	584.00	
009	1P WATERING	M-GALS	7.0000	10.500	73.50	73.50	
010	1P 1" - 0 AGGREGATE BASE	TONS	5.0000	2,678.930	13394.65	13394.65	
011	1P CLASS C ASPHALT CONCRETE	TONS	20.0000	843.200	16864.00	16864.00	
012	1P 12-INCH SEWER PIPE	LIN FT	8.0000	956.000	7648.00	7648.00	
013	1P CONCRETE INLETS TYPE CG-1	ONLY	675.0000	10.000	6750.00	6750.00	
014	1P CAPPING INLETS	ONLY	100.0000	2.000	200.00	200.00	
017	1P CONCRETE DRIVEWAYS PA 7	SQ YDS	12.0000	437.370	5248.44	5248.44	
018	1P CONCRETE CURBS	CU YDS	120.0000	104.810	12577.20	12577.20	
019	1P EXTRA FOR ASPHALT APPROACHES	ONLY	100.0000	10.000	1000.00	1000.00	
020	1P ADJUSTING MANHOLES PA 3	ONLY	250.0000	2.000	500.00	500.00	
21	1P ADJUSTING INLETS	ONLY	100.0000	1.000	100.00	100.00	
022	1P SOD LAWN	LUMP SUM	2650.0000	100.000	2650.00	2650.00	
023	1P IRRIGATION SYSTEM PA 8	LUMP SUM	2400.0000	100.000	2400.00	2400.00	
024	1P TRAFFIC SIGNAL INSTALL COMPLETE PA 4	LUMP SUM	35170.0000	100.000	35170.00	35170.00	
	PRICE AGREEMENT ITEMS						
30101	1P OMIT REMOVAL OF 4 INLETS BI 5	LUMP SUM	200.0000-	100.000	200.00-	200.00-	
30201	1P FURN & INST 4 CATCHBASIN LIDS BI 5	EACH	30.0000	4.000	120.00	120.00	
30301	1P RECONST MANHOLES W/ECCEN-TRIC CONES BI20	EACH	370.0000	2.000	740.00	740.00	
30401	1P PHASE CONTROLLER BI 24	LUMP SUM	402.5000	100.000	402.50	402.50	
30501	1P 8" ALUMINUM C M P	LIN FT	4.2000	50.000	210.00	210.00	
	FORCE ACCOUNT ITEMS						
	TOTAL CONTRACT ITEMS						
	% RETAINED ON CONTRACT ITEMS						
	FORCE ACCOUNT						
	TOTAL PAYMENTS						

DATE

PREVIOUS VOUCHER No. 02-27-76 PG. 01 8096

CHECKED BY:

ENGINEER OR AUDITOR

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 21-734-1630

COUNTY

CONTRACT NO. 8096 | ESTIMATE NO. 9

HIGHWAY

FEDERAL AID PROJECT NO.

SECTION

PREFIX NO'S.

NO	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE		PREVIOUS AMOUNT	PRESENT AMOUNT
801	IP CONNECT EXIST DRAINS&COR MISC DRAIN PROB				270.20		270.20	
802	IN RELOCATE MAILBOXES				301.48	N	301.48	
303	IP UNPLUG EXISTING STORM DRAIN				135.51		135.51	
		Type Code	"P" Constr. Cost	"N" Constr. Cost	Total Cost			
		Y031	$ 126,219.77	$ 301.48	$ 126,521.25			

GROSS RETAINAGE				
TREASURER DEPOSIT				
* NET RETAINAGE				
	TOTAL CONTRACT ITEMS			
	% RETAINED ON CONTRACT ITEMS	125814.06	125814.06	
	FORCE ACCOUNT		1,000.00	1,000.00
	TOTAL PAYMENTS	707.19 126,521.25	707.19 125,521.25	1,000.00

DATE

PREVIOUS VOU 2-27-76 PO. 02 8096
32161

CHECKED BY:
jp/dj

ENGINEER OR AUDITOR
Ida Maude

8096

March 3, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On March 1, 1976, we wrote to you concerning release of final payment on Contract No. 8096 awarded to M. C. Lininger & Sons, Inc., for work on the Birch Ave.-Crater Lake Highway Section in Medford on the Rogue Valley Highway in Jackson County.

Final payment on this contract is $1,000 and the total contract amount is $126,521.25 including $707.19 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, OR 97501

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 25, 1976

FILE:

FROM: R D Church for
C. T. Keasey
Construction Engineer

SUBJECT: Highway Project
Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 8096, Work Completed August 4, 1975

Project Birch Ave.-Crater Lake Hwy. (Medford)

Highway Rogue Valley, County Jackson

Type of Work Grading, Paving & Traffic Signals

Contractor M. C. Lininger & Sons, Inc.

Recommended Acceptance Date February 27, 1976

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:md

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED
EDH
E. S. Hunter
Date 2-27-76

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
FEB 26 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Letter Written
3-1-76

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Birch Ave-Crater Lake Hwy

Highway Rogue Valley

County Jackson

Date Nov. 3, 1975 19

Authorization No. 3

Survey Prefix 15-0607 (Assigned by Salem office)

Description of termini, route, length, etc.: MP 5.19 to MP 5.93

Length: 0.34 mile.

Purpose of survey: Prepare Plans for Signals, Channelization and Illumination on Rogue Valley Hwy at Birch St. and left-turn refuge for Northbound traffic turning into Medfor Corporation driveway.

Estimate of cost:

Field	901	5,050
Plans	905	2,950
Traffic	911	1,000
Landscape	912	200
Utility	914	200
Proj. Mgt.	920	50
Specifications	921	1,050
Environmental	923	450
Planning	924	100
Seminars	950	1,400

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 12,450

Previous authorization 6,000

Additional authorization requested 6,450

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

P.L. Carstensen
Costs & Records Engr.
Field Engineer

Recommended for Approval:

Regional Engineer

RECEIVED
COUNTY & CITY SECTION
NOV 5 1975
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Recommended for Approval:

W. H. Schram for
Location Engineer

Approved:

H. L. Schmeer
Assistant State Highway Engineer

8096

FORM 01-734-5001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Birch Ave - Crater Lake Hwy (Medford)	SECTION: Birch Ave - Crater Lake Hwy (Medford)	WEEK ENDING: October 4, 1975
		SECTION PREFIX: 15-0607
	HIGHWAY: Rogue Valley	COUNTY: Jackson
	KIND OF WORK: Grading, Paving & Traffic Signals	
CONTRACTOR: C. C. Lininger & Sons, Inc.	CONTRACT NUMBER: 8096	FEDERAL AID PROJECT NUMBER: T-5019(5)
DATE OF CONTRACT: January 6, 1975	DATE WORK STARTED: January 20, 1975	ESTIMATED COMPLETION DATE: August 4, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS 280	WORK DAYS USED 190 / CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: October 26, 1975	PERCENT OF TIME ELAPSED: 68
PROJECT AUTHORIZATION: $148,883.63	ENGINEERING AUTHORIZATION: $11,805.75	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98
EXCLUSIVE OF ENGINEERING: $137,077.88	ENGINEERING COST TO DATE: $12,193.29	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $129,671.25	PERCENT OF AUTHORIZATION: 103 %	DATE PROJECT WAS COMPLETED: August 4, 1975
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: -5.6 %		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	Signals	
	100	100	100	100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.31	0.31			0.31
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.31	0.31			0.31
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,800	2,900			800
TOTAL QUANTITIES CORRECTED TO DATE	2,121	2,679			843
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,121	2,679			843
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 28	Fair	0		
MONDAY 29	Fair	0		
TUESDAY 30	Fair	0		
WEDNESDAY 1	Fair	0		
THURSDAY 2	Cloudy	0		
FRIDAY 3	Cloudy	0		
SATURDAY 4	Cloudy	0		

Routing

Keasey ___ Richards
Bond ___ Glenn
Jackmond ___ Berg
Harwood ___
Johnsen ___
Walker ___

RECEIVED
OCT 6 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	NO ACTIVITY
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The semi-final estimate has been submitted and this will be the last weekly report for this project.

Awaiting PR 47 from contractor.

SIGNED Wm N Goude LOCATION Medford

[illegible] SUBMIT [illegible]

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Medford
City Hall
Medford, Oregon 97501
Attention of Mr. Robert D. Kortt, Traffic Engineer

Request No. (assigned by staff engineer or head of division) CC 1507

Date July 24, 1975

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

TOPICS Project T-5019(5)
Birch Avenue - Crater Lake Highway Section
Rogue Valley Highway
City of Medford

Itemized Statement: Advance Deposit $17,710.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for subject TOPICS project.		
		Contract No. 8096		
		Amount to be transferred		$15,710.00
		To be retained		$ 2,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $17,710.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:

15-0607-299

Submitted by:

Gary E. Zehner

Gary E. Zehner, Urban Program Engineer

Approved: Division Engineer

RECEIVED
COUNTY & CITY SECTION
JUL 23 1975
☐ ENGR. ☐ COOR. ☑ DE ☐ AE ☐ UE
☑ DPE ☐ CE ☐ RE ☐ RPE ☐

Approved: Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

STATE COPY

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
6-94		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY
	(PPM 21-7)	Jackson
MODIFICATION NUMBER		PROJECT NUMBER
2		T-5019(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 10, 1974, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 150,367.00	$ 153,381.00
Federal Funds	$ 117,511.00	$ 118,585.28
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 6th day of June, 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glen A Gray
G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division
Salem, Oregon June 2, 1975

Federal Aid
Project No. T-5019(5)

Birch Avenue-Crater Lake Hwy. (Medford) Section
Rogue Valley Hwy. In Jackson County

Revised Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$8,000.00
Type Code Y031			
Traffic Signals (Sta. 715+50 to Sta. 727+95) (Sta. 20+75 to Sta. 17+45)			
Subtotal on Previous estimate of January 23, 1975			$129,425.00
Previous Estimate			
General Excavation	1,800 cu. yd.	4.00	$ 7,200.00
Trench Excavation	160 cu. yd.	7.00	1,120.00
			$ 8,320.00
Revised Estimate			
General Excavation	2,100 cu. yd.	4.00	$ 8,400.00
Trench Excavation	380 cu. yd.	7.00	2,660.00
			$ 11,060.00
NET INCREASE			$ 2,740.00
SUBTOTAL			$132,165.00
Engineering			12,716.00
Signal Controller Testing			500.00
TOTAL			$145,381.00

Length of Project . . . . . 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E.	$ 8,000.00	$ 6,252.00	$ 874.00	$ 874.00
Traffic Signals	145,381.00	112,333.28	16,523.86	16,523.86
TOTAL	$153,381.00	$ 118,585.28	$ 17,397.86	$17,397.86

Group 1 - 100%
Prefix 15-0607
Contract No. 8096

8096

STATE COPY

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
2-39		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY
7	(PPM 21-7) 2-3-75	Jackson
MODIFICATION NUMBER		PROJECT NUMBER
1		T-5019(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 10, 1974, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,500	$ 150,367
Federal Funds	$ 3,500	$ 117,511
Other revisions		

This modification is made for the following reasons:

to include contract for construction.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 3rd day of February, 1975.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)

for: G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division

Federal-aid Project
No. T-5019(5)

BIRCH AVE.-CRATER LAKE HWY. (MEDFORD) SECTION

ROGUE VALLEY HIGHWAY IN JACKSON COUNTY

Salem, Oregon, January 23, 1975

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 8,000.00

Type Code Y031
Traffic Signals (Sta. 715+50 to Sta. 727+95)(Sta. 20+75 to Sta. 17+45)

Temporary Protection and Direction of Traffic	All Required		$ 3,500.00
Temporary Signs	280 sq.ft.	8.00	2,240.00
Temporary Barricades	1 only	125.00	125.00
Flagmen	500 hour	12.00	6,000.00
Removal of Structures and Obstructions	All Required		2,000.00
General Excavation	1,800 cu.yd.	4.00	7,200.00
Trench Excavation	160 cu.yd.	7.00	1,120.00
Furnishing and Placing Topsoil	70 cu.yd.	8.00	560.00
Watering	50 M-gal.	7.00	350.00
1" - 0 Aggregate Base	2,900 ton	5.00	14,500.00
Class "C" Asphalt Concrete	800 ton	20.00	16,000.00
12-inch Sewer Pipe	920 lin.ft.	8.00	7,360.00
Concrete Inlets, Type CG-1	10 only	675.00	6,750.00
Capping Inlets	2 only	100.00	200.00
Concrete Junction Boxes	1 only	500.00	500.00
6-inch Drain Pipe	110 lin.ft.	5.00	550.00
Concrete Driveways	150 sq.yd.	12.00	1,800.00
Concrete Curbs	115 cu.yd.	120.00	13,800.00
Extra for Asphalt Approaches	17 only	100.00	1,700.00
Adjusting Manholes	4 only	250.00	1,000.00
Adjusting Inlets	2 only	100.00	200.00
Sod Lawn	All Required		2,650.00
Irrigation System	All Required		2,400.00
Traffic Signal Installation, Complete	All Required		35,170.00
			$127,675.00

Anticipated Items		
Permanent Pavement Striping (S.F.)	All Required	$ 1,200.00
Temporary Erosion Control (E.W.)	All Required	200.00
Unplug Existing Storm Drains (E.W.)	All Required	350.00
		$ 1,750.00
	Subtotal	$129,425.00
	Engineering	12,442.00
	Engineering Signal Controller Testing	500.00
	Total	$142,367.00

Length of Project - - - 0.00 mile

Retained in Program Status

Permanent Signing (S.F.)	All Required	$ 1,000.00
Adjust Existing Signs	All Required	250.00
	Subtotal	$ 1,250.00
	Engineering	125.00
	Total	$ 1,375.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 8,000.00	$ 6,252.00	$ 874.00	$ 874.00
Traffic Signals	142,367.00	111,259.00	15,554.00	15,554.00
Subtotals	$150,367.00	$117,511.00	$16,428.00	$16,428.00
Retained in Program	1,375.00	1,074.00	150.00	151.00
Totals	$151,742.00	$118,585.00	$16,578.00	$16,579.00

Group 1 - 100%

Contract No. 8096

Prefix: 15-0607

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
5-67		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Jackson
	5-10-74	PROJECT NO.
		I-5019(5)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99 at Jct. SR 62 N.W. 0.23 Mi. (Medford)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY Field Work	12-11-73	0.00
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 78.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,500	$ 3,500

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. J. Smith
for G. L. Green (Division Engineer)

Date executed by Division Engineer May 10, 1974

Form PR-2 (Rev. 9-73)

Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. T-5019(5)

BIRCH AVE.-CRATER LAKE HIGHWAY (MEDFORD) SECTION
ON THE ROGUE VALLEY HWY. IN JACKSON COUNTY

Salem, Oregon, May 6, 1974

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering

All Required	$4,500.00
Total	$4,500.00

Length of Project - - 0.0 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E. (Field Work)	$ 4,500.00	$ 3,500.00	$ 500.00	$ 500.00
Retain in Program				
P.E. (PS&E Preparation)	2,000.00	1,560.00	220.00	220.00
Contract Work	40,000.00	31,260.00	4,370.00	4,370.00
Total	$46,500.00	$36,320.00	$5,090.00	$5,090.00

Prefix: 15-0607

Group 1 - 100%

STATE COPY

Oregon State Highway Division
Salem, Oregon June 2, 1975

Federal Aid
Project No. T-5019(5)

Birch Avenue-Crater Lake Hwy. (Medford) Section
Rogue Valley Hwy. In Jackson County

Revised Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$8,000.00
Type Code Y031			
Traffic Signals (Sta. 715+50 to Sta. 727+95) (Sta. 20+75 to Sta. 17+45)			
Subtotal on Previous estimate of January 23, 1975			$129,425.00
Previous Estimate			
General Excavation	1,800 cu. yd.	4.00	$ 7,200.00
Trench Excavation	160 cu. yd.	7.00	1,120.00
			$ 8,320.00
Revised Estimate			
General Excavation	2,100 cu. yd.	4.00	$ 8,400.00
Trench Excavation	380 cu. yd.	7.00	2,660.00
			$ 11,060.00
NET INCREASE			$ 2,740.00
SUBTOTAL			$132,165.00
Engineering			12,716.00
Signal Controller Testing			500.00
TOTAL			$145,381.00

Length of Project . . . . . 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E.	$ 8,000.00	$ 6,252.00	$ 874.00	$ 874.00
Traffic Signals	145,381.00	112,333.28	16,523.86	16,523.86
TOTAL	$153,381.00	$ 118,585.28	$ 17,397.86	$17,397.86

Group 1 - 100%
Prefix 15-0607
Contract No. 8096

STATE COPY

Oregon State Highway Division

Federal-aid Project
No. T-5019(5)

BIRCH AVE.-CRATER LAKE HWY. (MEDFORD) SECTION

ROGUE VALLEY HIGHWAY IN JACKSON COUNTY

Salem, Oregon, January 23, 1975

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 8,000.00

Type Code Y031
Traffic Signals (Sta. 715+50 to Sta. 727+95)(Sta. 20+75 to Sta. 17+45)

Temporary Protection and Direction of Traffic	All Required		$ 3,500.00
Temporary Signs	280 sq.ft.	8.00	2,240.00
Temporary Barricades	1 only	125.00	125.00
Flagmen	500 hour	12.00	6,000.00
Removal of Structures and Obstructions	All Required		2,000.00
General Excavation	1,800 cu.yd.	4.00	7,200.00
Trench Excavation	160 cu.yd.	7.00	1,120.00
Furnishing and Placing Topsoil	70 cu.yd.	8.00	560.00
Watering	50 M-gal.	7.00	350.00
1" - 0 Aggregate Base	2,900 ton	5.00	14,500.00
Class "C" Asphalt Concrete	800 ton	20.00	16,000.00
12-inch Sewer Pipe	920 lin.ft.	8.00	7,360.00
Concrete Inlets, Type CG-1	10 only	675.00	6,750.00
Capping Inlets	2 only	100.00	200.00
Concrete Junction Boxes	1 only	500.00	500.00
6-inch Drain Pipe	110 lin.ft.	5.00	550.00
Concrete Driveways	150 sq.yd.	12.00	1,800.00
Concrete Curbs	115 cu.yd.	120.00	13,800.00
Extra for Asphalt Approaches	17 only	100.00	1,700.00
Adjusting Manholes	4 only	250.00	1,000.00
Adjusting Inlets	2 only	100.00	200.00
Sod Lawn	All Required		2,650.00
Irrigation System	All Required		2,400.00
Traffic Signal Installation, Complete	All Required		35,170.00
			$127,675.00

Anticipated Items		
Permanent Pavement Striping (S.F.)	All Required	$ 1,200.00
Temporary Erosion Control (E.W.)	All Required	200.00
Unplug Existing Storm Drains (E.W.)	All Required	350.00
		$ 1,750.00
	Subtotal	$129,425.00
	Engineering	12,442.00
	Engineering Signal Controller Testing	500.00
	Total	$142,367.00

Length of Project - - - 0.00 mile

Retained in Program Status

Permanent Signing (S.F.)	All Required	$ 1,000.00
Adjust Existing Signs	All Required	250.00
	Subtotal	$ 1,250.00
	Engineering	125.00
	Total	$ 1,375.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 8,000.00	$ 6,252.00	$ 874.00	$ 874.00
Traffic Signals	142,367.00	111,259.00	15,554.00	15,554.00
Subtotals	$150,367.00	$117,511.00	$16,428.00	$16,428.00
Retained in Program	1,375.00	1,074.00	150.00	151.00
Totals	$151,742.00	$118,585.00	$16,578.00	$16,579.00

Group 1 - 100%

Contract No. 8096

Prefix: 15-0607

8096

OREGON STATE HIGHWAY DIVISION

bc: E. S. Hunter
L. W. Rulien
V. E. Skoog
A. Shirley, Jr., Rgn 3

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 19, 1974

NOTED
E. S. HUNTER

Mr. Robert D. Kortt
Traffic Engineer
City Hall
Medford, Oregon 97501

RE: TOPICS Project T-5019(5)
Birch Avenue-Crater Lake Hwy Section
Rogue Valley Hwy

Dear Mr. Kortt:

The Highway Division opened bids today on the subject project. Two bids were received, and the low bid was submitted by M. C. Lininger & Sons, Inc., of Medford.

The anticipated cost based on their bid is as follows:

Contractor's bid	
Anticipated additional items:	$127,675
Permanent signing	1,000
Permanent pavement striping	1,200
Temporary erosion control	200
Sign controller testing	500
Adjust existing signs	250
Unplug existing storm drain	350
	$131,175
Engineering & contingencies (13½%)	17,709
	$148,884
Estimated preliminary engineering	12,116
Total estimated project cost	$161,000
CITY'S ADVANCE DEPOSIT:	
11% of total	$ 17,710

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check (in the amount of $17,710) payable to the Oregon State Highway Division and FORWARD IT TO H. S. Cox, County-City Engineer, 405 State Highway Building, Salem, Oregon 97310.

Very truly yours,

Gary E. Zehner

GZ:mm

Gary Zehner
Urban Program Engineer
County-City Unit

RECEIVED
DEC 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

BIRCH AVE.-CRATER LAKE HWY. (MEDFORD) SECTION

ROGUE VALLEY HIGHWAY

JACKSON COUNTY

FAP No. T-5019(5)
0.34 Mile Grading, Paving
and Traffic Signals

Bids Received December 19, 1974

1.	Temporary Protection and Direction of Traffic	All Specified		$ 2,500.00	3,500
2.	Temporary Signs	280 sq.ft.	9.508-	2,660.00	2,240
3.	Temporary Barricades	1 only	125.00-	125.00-	
4.	Flagmen	500 hrs.	12.5012-	6,250.00	6,000
5.	Removal of Structures and Obstructions	All Specified		1,700.00	2,000
6.	General Excavation	1,800 cu.yds.	4.504-	8,100.00	7,200
7.	Trench Excavation	160 cu.yds.	10.007-	1,600.00	1,120
8.	Furnishing and Placing Topsoil	70 cu.yds.	10.008-	700.00	560
9.	Watering	50 M-gals.	8.007-	400.00	350
10.	1" - 0 Aggregate Base	2,900 tons	4.505-	13,050.00	14,500
11.	Class "C" Asphalt Concrete	800 tons	18.0020-	14,400.00	16,000
12.	12-inch Sewer Pipe	920 lin.ft.	8.508-	7,820.00	7,360
13.	Concrete Inlets, Type CG-1	10 only	450.00675-	4,500.00	6,750
14.	Capping Inlets	2 only	100.00-	200.00-	
15.	Concrete Junction Boxes	1 only	350.00600	350.00	500
16.	6-inch Drain Pipe	110 lin.ft.	5.00-	550.00-	
17.	Concrete Driveways	150 sq.yds.	10.5012-	1,575.00	1,800
18.	Concrete Curbs	115 cu.yds.	65.00120-	7,475.00	13,800
19.	Extra for Asphalt Approaches	17 only	100.00-	1,700.00-	
20.	Adjusting Manholes	4 only	275.00250	1,100.00	1,000
21.	Adjusting Inlets	2 only	100.00-	200.00-	
22.	Sod Lawn	All Specified		3,000.00	2,650
23.	Irrigation System	All Specified		3,300.00	2,400
24.	Traffic Signal Installation, Complete	All Specified		36,000.00	35,170
		For Comparison of Bids		$ 119,255.00	127,675

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$119,255.00	#127,675
Anticipated Additional Items:			
Permanent Signing	1,000.00		
Permanent Pavement Striping	1,200.00		
Temporary Erosion Control	200.00		
Signal Controller Testing	500.00		
Adjust Existing Signs	250.00		
Unplug Existing Storm Drain	350.00		
		3,500.00	
		$122,755.00	#131,175
Contingencies (4-1/2%)		5,523.98	5,903
Engineering (9%)		11,047.95	11,806
Estimated Net Authorization, Constr.		$139,326.93	148,884

U. S. DEPARTMENT OF TRANSPORTAT... FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

12-18-74

FEDERAL AID PROJECT NO. T-5019(5)

STATE PROJECT NO. BIRCH AVENUE - CRATER LAKE HIGHWAY SECTION

FROM: G. L. GREEN, DIVISION ENGINEER, SALEM, OREGON

PROGRAM NO.

ITEM NO. T-85

COUNTY NAME: JACKSON

PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

AT. YEN
DEC 19 '74
LR TO Hunter
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
NOVEMBER 26, 1974	NOVEMBER 26, 1974	PRIMARY ROUTE 3	PRIMARY ROUTE 63

GENERAL LOCATION: CITY OF MEDFORD

GENERAL DESCRIPTION OF WORK: INSTALL TRAFFIC SIGNALS, ILLUMINATION AND CONSTRUCT CHANNELIZATION AND ACCESS CONTROL CURBING.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify)

PERMANENT PAVEMENT STRIPING	$1,200.00
TEMPORARY EROSION CONTROL	200.00
UNPLUG EXISTING STORM DRAINS	350.00

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH THOSE ITEMS LISTED ABOVE AND AS SHOWN IN YOUR ESTIMATE.

MR. RULIEN'S NOVEMBER 25, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

Copies Sent 12-20-74 KH

RECEIVED
DEC 19 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER
NOTED E. SWAN

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-18-74	Glenn E. Green	DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Oregon State Highway Division

Federal-aid Project
No. T-5019(5)

BIRCH AVE.-CRATER LAKE HWY. (MEDFORD) SECTION

ROGUE VALLEY HIGHWAY IN JACKSON COUNTY

Salem, Oregon, November 19, 1974

Revised P.S. & E. Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 8,000.00

Type Code Y031

Traffic Signals (Sta. 715+50 to Sta. 727+95)(Sta. 20+75 to Sta. 17+45)

Temporary Protection and Direction of Traffic	All Required		$ 2,500.00
Temporary Signs	280 sq.ft.	9.50	2,660.00
Temporary Barricades	1 only	125.00	125.00
Flagmen	500 hour	12.50	6,250.00
Removal of Structures and Obstructions	All Required		1,700.00
General Excavation	1,800 cu.yd.	4.50	8,100.00
Trench Excavation	160 cu.yd.	10.00	1,600.00
Furnishing and Placing Topsoil	70 cu.yd.	10.00	700.00
Watering	50 M-gal.	8.00	400.00
1" - 0 Aggregate Base	2,900 ton	4.50	13,050.00
Class "C" Asphalt Concrete	800 ton	18.00	14,400.00
12-inch Sewer Pipe	920 lin.ft.	8.50	7,820.00
Concrete Inlets, Type CG-1	10 only	450.00	4,500.00
Capping Inlets	2 only	100.00	200.00
Concrete Junction Boxes	1 only	350.00	350.00
6-inch Drain Pipe	110 lin.ft.	5.00	550.00
Concrete Driveways	150 sq.yd.	10.50	1,575.00
Concrete Curbs	115 cu.yd.	65.00	7,475.00
Extra for Asphalt Approaches	17 only	100.00	1,700.00
Adjusting Manholes	4 only	275.00	1,100.00
Adjusting Inlets	2 only	100.00	200.00
Sod Lawn	All Required		3,000.00
Irrigation System	All Required		3,300.00
Traffic Signal Installation, Complete	All Required		36,000.00
			$119,255.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 1,200.00
Temporary Erosion Control (E.W.)	All Required	200.00
Unplug Existing Storm Drains (E.W.)	All Required	350.00
		$ 1,750.00
	Subtotal	$121,005.00
	Engineering	12,100.00
	Total	$133,105.00

Length of Project - - - 0.00 mile

Retained in Program Status

Permanent Signing (S.F.)	All Required	$ 1,000.00
Adjust Existing Signs	All Required	250.00
Signal Controller Testing (S.F.)	All Required	500.00
	Subtotal	$ 1,750.00
	Engineering	175.00
	Total	$ 1,925.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 8,000.00	$ 6,252.00	$ 874.00	$ 874.00
Traffic Signals	133,105.00	104,021.00	14,542.00	14,542.00
Subtotals	$141,105.00	$110,273.00	$15,416.00	$15,416.00
Retained in Program	1,925.00	1,504.00	210.50	210.50
Totals	$143,030.00	$111,777.00	$15,626.50	$15,626.50

Group 1 - 100%

Contract No.

Prefix:

Signal controller testing to be charged to construction engineering for this project. The FHWA will not participate in cost for signal controller testing as an anticipated item.

T

CITY OF MEDFORD

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

November 5, 1974

T-5019 (4)

RECEIVED
COUNTY & CITY SECTION
NOV 7 - 1974
ENGR. COOR. OE AE UE
RPE CE RE RPE

Mr. H.S. Cox
City-County Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

The City of Medford has reviewed a set of prints for the Birch Avenue-Crater Lake Highway TOPICS project. These plans were received by this department on November 1, 1974.

The proposed traffic signal installation at West Table Rock Road and North Pacific Highway is not in conformance with the City's original application. Therefore, it is our recommendation that these plans not be approved.

The City has received a copy of the Department of Transportation, Highway Division's "Notice to Contractors" listing projects on which bids are to be received in Salem on November 21, 1974. The City received no opportunity to review the plans prior to advertising. The City's imput into the design criteria for signalization was through the grant application to initiate this project. Changes were made with no notice to the City. These changes are itemized below:

1. A mast arm signal installation was requested.
   To help facilitate this installation, the City has installed steel conduit across West Table Rock Road at the intersection.

2. A dual left turn from West Table Rock Road was requested.
   West Table Rock Road is the southbound arterial to North Pacific Highway with most of the traffic turning toward City center. Northbound traffic will utilize existing Table Rock Road B-CATS Sixth test section project 16,000 ADT on Table Rock Road at Berrydale Avenue.

3. Sodium Vapor luminaires were requested.
   The City has installed continuous sodium vapor illumination on West Table Rock Road and on Table Rock Road. Sodium vapor lighting at this intersection will be compatible with the existing lighting.

The City will be responsible for operation and maintenance of the street lighting.

4. The City has requested "OCTICOM" fire pre-emption be included as part of the signalization.
   The City has purchased "OCTICOM" for eight intersections. The equipment is in the State Environmental Testing Chamber; however, we anticipate to have this system in service by the first of the year. "OCTICOM" is requested on this project due to the location of the fire station on Berrydale, near Table Rock Road. Fire equipment will have "OCTICOM" emitters in service.

Our review of the signalization plans also have raised several questions which may already be resolved. We have not received a copy of the special provisions to confirm some of the below listed comments.

1. The power source is located across the vacated Birch Street right-of-way.

2. "Volume Density" feature not indicated for Phase A. Detector placement would indicate this feature is included.

3. Detector placement for West Table Rock Road approach appears too close to stop line. Recommend loops be placed to receive first detection 80 feet from stop line. Question need for delay timer due to heavy left-turn movement.

4. Street lighting circuit should be un-metered, 240 volt service. Request 1 1/4" rigid steel "stub out" on foundation location No. 2 in a northerly direction, North Pacific Highway, for future lighting, and in a southerly direction from foundation location No. 4.

5. Due to the distance between pedestrian signal indications, 12" pedestrian signal "WALK - DON'T WALK" heads are recommended.

6. "Programmed Heads" should be considered for signal heads on pole No. 5, Station 19 plus 24.

We have only one request for revision to construction plans; namely, Portland Cement concrete driveways are requested to comply with Medford Ordinances where curbs are depressed for driveway purposes.

If you have any questions or wish to deny our requests, please advise.

Very truly yours,

Robert D. Kortt
Traffic Engineer

RDK:do

cc: Alfred Shirley, Jr. - info
L.E. George
U. H. Versteeg - info

Bud George - will you please review & coordinate necessary changes with Design Section. Thanx Don H.

T?
Birch Ave. - Cr. Lake Hwy
T-5019(5)

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 31, 1974

Mr. R. D. Kortt
Traffic Engineer
City Hall
Medford, OR 97501

RECEIVED
COUNTY & CITY SECTION
OCT 31 1974
ENGR. COOR. OE AE UE
UPE CE RE RPE

Dear Mr. Kortt:

Your letter to the City and County Section, of October 24, 1974, has been forwarded to this office for comments.

The agreement between the City and State on this project indicates that the State is responsible for maintenance. To keep our costs to a minimum, certain standards have been developed which we feel are adequate.

We must therefore deny the request for yellow pedestrian heads and for the pole hubs for pedestrian brackets. We will, however, request galvanized poles instead of primed painted.

You will find, upon review of the plans transmitted to you, that the conduit placed by the City across Table Rock Road was not utilized because of the span wire arrangement.

We trust that this answers your questions and if further clarification is desired, please do not hesitate to call.

Very truly yours,

L. E. George
Traffic Engineer

cc: County-City
J. H. Versteeg
Alfred Shirley

Oregon State Highway Division

Federal Aid Project
NO. T-5019(5)

BIRCH AVE.-CRATER LAKE HWY. (MEDFORD) SECTION

ROGUE VALLEY HIGHWAY IN JACKSON COUNTY

Salem, Oregon, October 25, 1974

P.S. & E. Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 6,500.00
Type Code 1031			
Traffic Signals (Sta. 715+50 to Sta. 727+95) (Sta. 20+75 to Sta. 17+45)			
Temporary Protection and Direction of Traffic	All Required		$ 2,500.00
Temporary Signs	280 sq.ft.	9.50	2,660.00
Temporary Barricades	1 only	125.00	125.00
Flagmen	500 hrs.	12.50	6,250.00
Removal of Structures and Obstructions	All Required		1,700.00
General Excavation	1,800 cu.yds.	4.50	8,100.00
Trench Excavation	160 cu.yds.	10.00	1,600.00
Furnishing and Placing Topsoil	70 cu.yds.	10.00	700.00
Watering	50 M-gals.	8.00	400.00
1" - 0 Aggregate Base	2,900 tons	4.50	13,050.00
Class "C" Asphalt Concrete	800 tons	18.00	14,400.00
12-inch Sewer Pipe	900 lin.ft.	8.50	7,650.00
Concrete Inlets, Type CG-1	10 only	450.00	4,500.00
Capping Inlets	2 only	100.00	200.00
Concrete Junction Boxes	1 only	350.00	350.00
6-inch Drain Pipe	220 lin.ft.	5.00	1,100.00
Concrete Driveways	100 sq.yds.	10.50	1,050.00
Concrete Curbs	115 cu.yds.	65.00	7,475.00
Extra for Asphalt Approaches	17 only	100.00	1,700.00
Adjusting Manholes	4 only	275.00	1,100.00
Adjusting Inlets	2 only	100.00	200.00
Sod Lawn	All Required		3,000.00
Irrigation System	All Required		3,300.00
Traffic Signal Installation Complete	All Required		33,500.00
			$116,610.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required		$ 1,200.00
Temporary Erosion Control (E.W.)	All Required		200.00

Signal Controller Testing (S.F.)	All Required	500.00
Unplug Existing Storm Drains (E.W.)	All Required	350.00
		$ 2,250.00
	Subtotal	$118,860.00
	Engineering	16,046.00
	Total	$134,906.00

Length of Project . . . . . 0.00 mile

Retained in Program Status

Permanent Signing (S.F.)	All Required	$ 1,000.00
Adjust Existing Signs	All Required	250.00
		$ 1,250.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Traffic Signals	$134,906.00	$105,483.00	$14,711.50	$14,711.50
Retained in Program	1,250.00	977.00	136.50	136.50
	$136,156.00	$106,460.00	$14,848.00	$14,848.00

Group 1 100%

Contract No.

Prefix

T

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD

MEDFORD, OREGON 97501

October 25, 1974

RECEIVED
COUNTY & CITY SECTION
OCT 29 1974
ENGR. CHGR. DE AE UE
RPE CE RE RPE

Mr. H.S. Cox
City and County Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

Re: TOPICS Project T-5019 (5)
Birch Avenue - Crater Lake Hwy Section
Rogue Valley Hwy

In regard to the above referenced project, we would appreciate receiving a set of preliminary signalization and illumination plans to review prior to advertising bids on November 21, 1974.

Our original application indicated that the signal poles should be prime painted only; however, we are requesting that that item be changed to galvanized poles.

We are also requesting that pedestrian signal heads for this project be specified to be yellow in color.

A suggestion is that 1 1/2-inch hubs for pedestrian and signal head mounting be installed on the poles by the pole manufacturer to eliminate the need for banding the heads to the pole with "band-it" material.

Earlier correspondence indicated that the City has installed some underground conduit at the intersection of West Table Rock Road and Rogue Valley Highway. Has this item been included on the signal plans to be utilized by the contractor?

Thank you for your cooperation and service.

Very truly yours,

Robert D. Kortt
Traffic Engineer

RDK:do

cc: Gary Zehner, Urban Program Engineer

cc: L.E. George
J.H. Versteeg
A. Shirley, Jr.
} Please comply as appropriate
Reg. 3

Section Birch Ave - Crater Lake Hwy (Medford) Programming Estimate $

Highway Rogue Valley 10-34-7 Project Length 0.34 mile

County Jackson Completion Time 280 calendar days

Kind of Work Grading, Paving & Traffic Signals

Prefix 15-0607 FA Project No. TOPICS I-5019(5)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 116,610 —
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1,000 —	
Stage Construction Striping	1,200 —	
Temporary Erosion Control		
Install Truck Scale Mechanism	200 —	
Truck Scale House		
Install Temporary Traffic Signals		
Install Water Meter		
Furnish Water		$ 3500 —
Laboratory Fees		
Furnish Mail Box Posts		
Pipe Bedding Materials		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs	500 —	
Adjust Utilities		
Adjust Existing Signs	250 —	
Unplug existing Storm Drain	350 —	
Misc. Permit Fees		
		$ 120,110 —
Contingencies (4-1/2%)		4,203 85
Engineering (09 %)		12,011 —
	SUBTOTAL	$
Credit for		
Estimated Net Authorization, Construction		$ 136,324 85

RECEIVED
COUNTY & CITY SECTION
OCT 24 1974

Birch Ave. - Crater Lake Hwy. (Medford Sec.
Grading, Paving & Traffic Signals
Estimate

	Unit	Quant	Unit Cost	Amount
Temporary Protection and Direction of Traffic	All	All	Lump Sum	1/2 to Bear 1/2 to 2nd
Temporary Signs	Sq. Ft.			11,535-
Flagmen	Hr.			
Removal of Structures and Obstructions	All	All	Lump Sum	1700-
General Excavation	Cu. Yd.	1800	4 50	8100-
Trench Excavation	Cu. Yd.	160	10-	1600-
Furnishing and Placing Topsoil	Cu. Yd.	70	10-	700-
Watering	"M" Gal	50	8-	400-
1"-0 Aggregate Base	Ton	2900	4 50	13,050-
Class "C" Asphalt Concrete	Ton	800	18-	14,400-
12 inch Sewer Pipe	Lin. Ft.	900	8 50	7,650-
Concrete Inlets, Type CB-1	Each	10	450-	4,500-
Capping Inlets	Each	2	100-	200-
Concrete Junction Boxes	Each	1	350-	350-
6 inch Drain Pipe	Lin. Ft.	220	5-	1100
Concrete Driveways	Sq. Yd.	100	10 50	1050-
Concrete Curbs	Cu. Yd	115	65-	7475-
Extra for Asphalt Approaches	Each	17	100-	1,700-
Adjusting Manholes	Each	4	275-	1,100-
Adjusting Inlets	Each	2	100-	200
			76	810

Birch Ave. — Crater Lake Hwy (Medford) Sec.
Grading, Paving & Traffic Signals

Estimate

	Unit	Quantity	Unit Cost	Amount
Sod Lawn	All	All	Lump Sum	3000 —
Irrigation System	All	All	Lump Sum	3300 —
Traffic Signal Installation, Complete	All	All	Lump Sum	33,500 —
		39,800		

8096

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 24, 1974

In reply refer to: 1041EC.2

SUBJECT: Oregon Project T-5019(5)
Birch Ave.-Crater Lake Highway Section
Exception to Noise Standards

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTEP

As requested in Mr. Rulien's October 17 letter we hereby approve an exception to the Noise Standards for the subject project based on the fact that it would be impractical to attempt to apply noise abatement measures on the subject section of highway.

G. L. Green

10-30-74
cc: Rulien
Potter

cc:
OSHD (Gaither)

RECEIVED
OCT 29 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
A. E. JO...

...Y ENGR
OCT 28 '74
REFER TO:
FOR

~~PRO-6-4~~

October 17, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. M. Rulien
Project Management Engineer

SUBJECT Exception to Noise Standards
Project No. T-5019(5)
Birch Ave.-Crater Lake Hwy. Sec.

We hereby request, for the subject project, your approval for exception to noise standards as set forth in PPM 90-2, Appendix B, based on the fact that it would be impractical to apply noise abatement measures on this section of highway.

This opinion is stated in the Negative Declaration which received FHWA concurrence April 15, 1974.

JG:bb

cc: J. H. Versteeg
D. E. Swan

8096

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 24, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **TOPICS Project Cancellation**

There will be before you at the October 30 meeting a request from the City of Medford to cancel a previously approved TOPICS project and apply the funds to another approved project.

I recommend your approval of this cancellation.

Att.

bc: C. W. Head - w/att.
G. M. Baldwin - w/att.
A. E. Johnson - w/att.
E. S. Hunter - w/att.
R. L. Schroeder - w/att.
H. S. Coulter - w/att.
L. W. Rulien
L. E. George
V. E. Skoog
J. H. Versteeg - w/att.
Victor Wolfe
H. S. Cox
A. Shirley, Jr. - w/att.
Gary Sund - w/att.
Jack Graham - w/att.
Ted Spence

GEZ:mm dpy

SUMMARY, TOPICS FUNDS
Fiscal Years 1970, 1971, 1972, & 1973 Funds

City	Section	Project Estimate	Federal Share	State Share
Cancellation of Previously Approved Project				
Medford	Biddle Road @ I-5 northbound Off-ramp	$ 40,000	$ 31,000	$ 4,500
	TOTAL CANCELLATION	$ 40,000	$ 31,000	$ 4,500
Increase in Previously Approved Project				
Medford	Birch Avenue-Crater Lake Highway, Rogue Valley Highway	$155,000	$121,000	$17,000
	Amount approved by the Oregon Transportation Commission on June 26, 1974	115,000	90,000	12,500
	TOTAL INCREASE	$ 40,000	$ 31,000	$ 4,500
	TOTAL	0	0	0

SUMMARY BY FISCAL YEAR (Federal TOPICS Funds)	1970, 71 & 72	1973	Total
Allocated Funds (Federal)	$4,153,000	$870,000	$5,023,000
Approved Projects (corrected to date)	4,153,000	824,000	4,977,000
Balance	$ ---	$ 46,000	$ 46,000
Proposed New Projects (10/30/74)	---	--	--
Unprogrammed Balance	$ ---	$ 46,000	$ 46,000

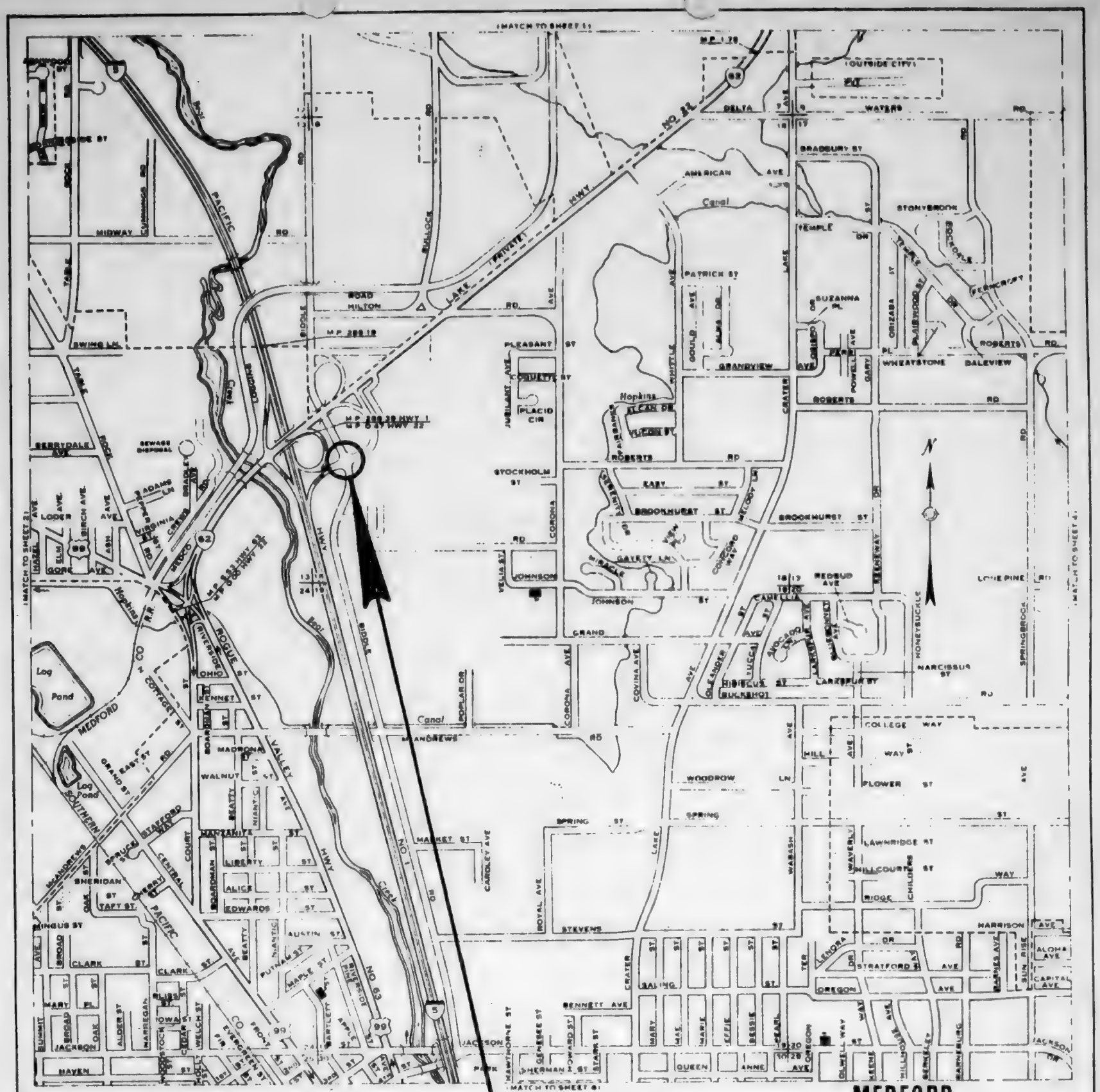
CITY OF MEDFORD
TOPICS Project Cancellation

Biddle Road (FAP Type II) at I-5 Northbound Off-ramp (Medford) Section.

Grading, paving, and traffic signal installation, $40,000.

This project was approved by the Transportation Commission on May 29, 1974.

The City of Medford has requested that this project be canceled and the TOPICS funds be applied to the Birch Avenue-Crater Lake Highway project which ranks as the City's number one priority.



PROPOSED TOPICS
PROJECT
CANCELLATION

MEDFORD

JACKSON COUNTY, OREGON

PREPARED BY
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 29,306

Scale in Feet

Revised August 1967

SHEET ARRANGEMENT

	1	
2	3	4
5	6	7

SHEET 3 OF 7 SHEETS

T.

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD

MEDFORD, OREGON 97501

October 10, 1974

RECEIVED
COUNTY & CITY SECTION
OCT 17 1974
ENGR. COOR. OE AE UE
UPE CE RE RPE

Mr. Alfred Shirley Jr.
Regional Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

Your letter of October 3, 1974 requests the City's position in regard to TOPICS projects under consideration, particularly the assignment of available funds for current proposed projects.

The following projects have been requested by the City:

1 a) Birch Street - Crater Lake Highway section, signalization and channelization.

2 b) Barnett Road signalization at two intersections.

3 c) Up-grade signalization at I-5 northbound off-ramp and Biddle Road.

The above three projects are also listed in order of our priority for funding.

It is the City's request that Birch Street-Crater Lake Highway section TOPICS project be initiated as scheduled on November 21, 1974. We recommend that this project not be reduced in scope. The current estimated cost of $170,000 is $55,000 more than the $115,000 of authorized TOPICS funds. The City recommends that the additional required funds be acquired by deleting the signalization up-grading project at Biddle Road and I-5 northbound off-ramp. The remaining funds obtained by deleting this project and not used on the Birch Street project should be returned to the Barnett Road TOPICS project.

Please review this possibility and also review the status in regard to TOPICS funding of the Barnett Road signalization project.

RECEIVED
OCT 14 1974

cc: Gary
~~D.N. Barnett~~
J.H. Versteeg

The City will request that the deleted TOPICS project at Biddle Road and I-5 northbound off-ramp be the first priority of full projects proposed under the 1973 Highway Act as soon as the system is approved.

This should express the City's position regarding current Federal Aid projects. If there are any questions, please advise.

Very truly yours,

Robert D. Kortt
Traffic Engineer

RDK:do

10-17/18 7d
Discussed with DPW Engineers
& Engr. Jones - prior to
resolution on request
1-7d

T

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD

MEDFORD, OREGON 97501

October 4, 1974

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTION
OCT 8 - 1974
ENGR. COOR. DE AE UE
UPE CE RE RPE

Attn: Mr. H.S. Cox
County and City Engineer

Dear Mr. Cox:

Re: TOPICS Project T-5019 (5)
Birch Avenue - Crater Lake Highway Section - Rogue Valley Highway

Enclosed is one signed copy of a right-of-way and utility certificate for the subject project. This copy is being submitted in response to your request of September 26, 1974.

If there are any questions, please advise. — What certificate?

Very truly yours,

Robert D. Kortt
Traffic Engineer

RDK:do

Enclosure

T

cc: R/W
Project Management
Design
Region 1

OREGON STATE HIGHWAY DIVISION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

RECEIVED
COUNTY & CITY SECTION
OCT 8 - 1974
☑ ENGR. ☑ COOR. ☐ OE ☑ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

SUBJECT: Federal Aid Project No. T-5019(5)

Project Name Birch Ave-Crater Lake Hwy. Sect.

Rogue Valley Highway

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

☐ Additional right-of-way will not be required for this project.

☐ There has been no displacement of persons from residences, farms, or businesses; or

☐ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

10-24-74
City intended for those to be checked, was an oversite on their part, says Bob Korth, Traffic Engr.
GEZahn

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at MEDFORD, Oregon,

this 2ND day of OCTOBER, 1974.

City of MEDFORD

Mayor

Emily D. Kuhlman
Recorder

R/W File No. _____

October 2, 1974
(date)

Mr. Duane Scroggins
Public Works Director
City Hall
Medford, Oregon 97501

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Roque Valley Highway TOPICS

Section Birch Avenue-Crater Lake Hwy Section: Grade, Pave, Signals, Illum'n

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
OCT 9 - 1974
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ■ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

October 7, 1974
(date)

By Richard Stevens
RICHARD STEVENS, City Manager

By _____
Commissioner

cc: Duane Ridings
(Proj Mgt)

By _____
Commissioner

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

Julian

TRA 13

T

Mr. Robert D. Kortt
Traffic Engineer
City of Medford
City Hall
Medford, OR 97501

October 3, 1974

Dear Mr. Kortt:

This will confirm our recent telephone conversation regarding the current estimated cost of the Birch Street-Crater Lake Highway section TOPICS project in Medford.

As indicated, the estimate has now risen to $170,000 due to various items being adjusted upwards from the original estimate. The TOPICS funds authorized amount to some $115,000 and, as you know, there is no further source for this type funding. TOPICS funds now committed for other TOPICS projects could be transferred to this project, if some other project were to be dropped. The three signal projects on Biddle Road and Barnett Road are such examples.

A second solution suggested for your consideration was to cut back the project by deleting the curbs, drainage, islands, big "Y" signal revision, etc. Our Salem office indicated this would reduce the cost to the point that if both the State and City each added $7,500, the balance of the project could be undertaken.

As promised, this office has explored the possibility of obtaining Federal Aid Urban (FAU) funds for any of the three TOPICS projects that might have their TOPICS funds transferred.

RECEIVED
COUNTY & CITY SECTION
OCT 4 - 1974
☑ ENGR. ☑ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☑ RE ☒ RPE ☐

RECEIVED
OCT 4 1974
PROJECT MANAGEMENT SECTION

It appears possible to fund the Barnett Road signals in this manner. Prerequisites would be formal approval of the FAU System by FHWA and have all interested parties (State, County and City) agree that the Barnett Road signals were first priority on any list of FAU projects proposed. It would then be anticipated that next fiscal year such projects could be let.

Please advise this office of your thinking in this matter. If you have any questions, please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal Aid Engineer

GLC/dt

cc: L. W. Rulien
L. E. George
George Thornton
(alty

(T)

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD

MEDFORD, OREGON 97501

September 27, 1974

RECEIVED
COUNTY & CITY SECTION
OCT 1 - 1974
ENGR. ✓ COOR. ✓ OE ✓ AE ☐ OE
✓ RPE ☐ OE ✓ AE ✓ RPE ☐

Mr. H.S. Cox
City and County Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

(Birch Ave. (rate Ck. Hwy.) ?

Re: TOPICS Project West Table Rock Road - Rogue Valley Highway Signalization and Channelization

This letter is in regard to the proposed channelization on Rogue Valley Highway in Medford from Elm Street to approximately Table Rock Road. It is the City's recommendation that proposed installation of curbs, gutters and driveways along this section of Rogue Valley Highway be included as part of the upcoming TOPICS Project. We have been in contact with the District Office and the Regional Office to discuss the details of this work. The proposed curbs are being installed to facilitate sidewalk installation at a later date. The City will require sidewalks to be installed by the abutting property owners if and when the property is developed or other major improvements planned.

A question was raised as to whether a bicycle path should be installed in conjunction with this other work. At the present time, the City has a grant application submitted to the Oregon Traffic Safety Commission for funding to develop a bicycle trail master plan. Until this plan has been completed and some guidelines established for bicycle trail construction, we would recommend that no trail be included on this project.

There is no bicycle trail on this section of Rogue Valley Highway or on Table Rock Road or in the immediate vacinity. The closest trail begins at Table Rock Road and Berrydale and runs southerly through the City along Bear Creek. The

develop
trail
If

development of our master plan will provide guidelines for additional bicycle trails and continuity between the facilities.

If there are any questions, please advise.

Very truly yours,

Robert D. Kortt

Robert D. Kortt
Traffic Engineer

RDK;do

CC: George Thornton
Glen Clark
J.H. Versteeg
Victor Wolfe

Rulien T

OREGON STATE HIGHWAY DIVISION

FILE: MAI 12

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Robert D. Kortt
Traffic Engineer
City of Medford
City Hall
Medford, OR 97501

September 20, 1974

RECEIVED
COUNTY & CITY SECTION
SEP 23 1974
☑ ENGR. ☑ COOR. ☑ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☑ RE ☑ RPE ☐

Dear Mr. Kortt:

This will acknowledge your letter of September 16, 1974, concerning "leftover" signal indications at the ORE99 and MEDCO's private haul signal after the new project (Birch Street-Crater Lake Highway section) of the Rogue Valley Highway is completed.

This indication, along with the advance flasher on Table Rock Road, will be removed after the new traffic pattern is in effect.

At the present time, we are experiencing an increased cost estimate for this project and are short some $60,000.00. The project is being re-examined for possible reductions to fit the available funds (TOPICS) authorized.

When additional information is available, we will correspond further.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal Aid Engineer

GLC/dt

cc: L. E. George
L. W. Rulien
George Thornton
Earl Purdy
Co. Cty

RECEIVED
SEP 24 1974
PROJECT DEVELOPMENT SECTION

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD

MEDFORD, OREGON 97501

September 16, 1974

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

Traffic southbound on Table Rock Road soon will be directed onto West Table Rock Road to its intersection with Rogue Valley Highway. The intersection of Rogue Valley Highway and West Table Rock Road is scheduled to be signalized.

Traffic proceeding south on Table Rock Road will be local traffic with trip destinations to several retail businesses in this area.

Table Rock Road southbound traffic now crosses Rogue Valley Highway near MEDCO Haul Road. The crossing is regulated by MEDCO Haul Road red flashing lights and backup signing which indicates "Enter on Flashing Red Lights." Log trucks, other trucks, pickups and bicycles using MEDCO Haul Road preempt this operation and cause the flashing red lights to turn to solid red.

When traffic is diverted southbound to its new intersection with Rogue Valley Highway, this intersection is scheduled to be channelized and signed with the stop sign and legend "right turn only." When this is accomplished, the signal ahead sign and flasher for southbound Table Rock Road traffic will no longer be required. The flashing red lights for southbound traffic at Rogue Valley Highway which turn to solid red will no longer be required since all southbound traffic will make a mandatory right turn.

Since the MEDCO signals were installed per an agreement between MEDCO and the Oregon State Highway Department, the City has no jurisdiction in scheduling this work when the Table Rock Road construction is completed.

Please advise this department on what action will be taken in this regard.

Very truly yours,

Robert D. Kortt

Robert D. Kortt
Traffic Engineer

RDK:do

SEP 1974

CE DE AE DE DE DPE

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

Medford
T
(X-Ref Sec in 209 Safety)

DATE September 17, 1974

TO R. L. Schroeder
Assistant State Highway Engineer

FROM L. E. George
Traffic Engineer

SUBJECT Proposed Project
Rogue Valley Highway No. 63

I have reviewed the proposed TOPICS project on the Rogue Valley Highway in Medford for possible additional funding under Section 209 of the 1973 Highway Safety Act. It is my opinion that within the guidelines approved by the Federal Highway Administration this project does not qualify for funding under Title II.

In the past three and one-half years there have been 41 reported accidents with 22 injuries on this section of highway. From an analysis of the types of accidents, it is assumed that one third of the previous accidents may have been prevented by this project. With these assumptions, the benefit-cost ratio for an expenditure of $65,000 of Title II funds would be 1.4. It has been our policy not to extend funding to those projects with a benefit-cost ratio of less than 5.0 at this time. Funds under Section 209 are extremely limited and should be reserved for the most eligible projects.

Project not with # sec - 150

RECEIVED
COUNTY & CITY SECTION
SEP 18 1974
ENGR. COOR. OE AE UE
UPE CE RE RPE

GE:kw

cc: E. S. Hunter
H. S. Cox
Alfred Shirley, Jr.
L. W. Rulien

U. S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-29-74

FEDERAL AID PROJECT NO. F-5019(5)

STATE PROJECT NO. BIRCH AVE-CRATER LAKE HWY.

FROM: G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. T-85

COUNTY NAME JACKSON

PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
SALEM, OREGON

RECEIVED
STATE HWY ENGR
AUG 30 '74
REFER TO
Hunto
FOR
Info | Prep | C/O | DJR | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	August 29, 1974	PRIMARY ROUTE 3	PRIMARY ROUTE 63

GENERAL LOCATION:

CITY OF MEDFORD

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO COMPLETE PS&E PREPARATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [X] PREPARATION

- [ ] OTHER (Specify)

- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

AS REQUESTED IN MR. RULIEN'S AUGUST 23, 1974 LETTER, LOCATION/DESIGN APPROVAL IN ACCORDANCE WITH PARAGRAPH 10 PPM 20-8 IS HEREBY GRANTED.

Copies to Harry Zahner
B Stafford
chr.

RECEIVED
SEP 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-29-74	Steven W. Rinds	for DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Budget Bureau No. 41-R2068; Appro

U.S. DEP
BU

MONTHLY TRANSACTION NO. 9-7

DATE SUBMITTED TO H.Q. AUG 30 1974

FORM PR-1 (REV. 4-61)

RECEIVED
COUNTY & CITY SECTION
SEP 8 - 1974
ENGR. COOR. UE AE UE
UPE CE RE UPE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)			FUTURE YEAR	REGION	STATE NAME
2	4	SR 99 at Jct. SR 62, NW 0.23 mi. (Medford)	ADT	18,400	27,050 93	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER-AGR. NO.
3	P.E., Traf Signals, Illum, Channel								T--	5019 (5)

CARD	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME	RTE NO.	FEDERAL AID	STATE
4	TOPICS	Jackson	P	3	63

NAME OF URBAN AREA: Medford — F.A. SYSTEM: Primary

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	
1															
5					PE		ITEM AS NOW PROGRAMED stage 2	85	T-5019(5)	SR 99 at Jct. SR 62, NW 0.23 mi. (Medford)	0.0	6,500	5,060	720 (city) 720	P.E. All Install t illuminat
					ROW					"Birch Ave.-Crater Lake Hwy. (Medford) Sec."	0.0	40,000	31,260	4,370 (city) 4,370	channeliz
					CONST					PROJECT TOTAL	0.0	46,500	36,320	10,180	
5					PE		REQUESTED REVISION stage 2	85	T-5019(5)	SR 99 at Jct. SR 62, NW 0.23 mi. (Medford)	0.0	8,000	6,250	875 (city) 875	P.E. All Install t illuminat channeliz
					ROW					"Birch Ave.-Crater Lake Hwy. (Medford) Sec."	0.0	107,000	83,620	11,690 (city) 11,690	control c
					CONST					PROJECT TOTAL	0.0	115,000	89,870	25,130	

CARD	A form PR-1 or PR-9 has been submitted within the last 7 days.	PROJECT WITHDRAWN
1	Yes ☐	YES ☐
1	COLUMN 14 → CODE 11	CODE 2

REASON FOR CHANGE:

-over-

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVE
December 11, 1973	DATE August 26, 1974	DATE	DATE AUG 29
OTHER:	SIGNATURE	SIGNATURE	SIGNATURE
	~~STATE HIGHWAY ENGINEER~~ Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

NO. 9-7

AUG 30 1974

FORM PR-9 (REV. 4-61)

RECEIVED
COUNTY & CITY SECTION
SEP 8 - 1974
ENGR. COORD. DE AE UE
UPE CE RE UPE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces): SR 99 at Jct. SR 62, NW 0.23 mi. (Medford)

ADT: 18,400 — FUTURE ADT: 27,050 — YEAR: 93 — REGION: 10 — STATE NAME: Oregon — STATE CODE: 41 — APPN. CODE: 077 — ITEM NO.: 85

PROPOSED WORK (35 spaces): Signals, Illum, Channel

NATL. FOREST:

FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL AUTH YR

PROJECT NUMBER: PREFIX LETTER(S): T-- | NUMBER-AGR. NO.: 5019 (5)

I PROJECTS ONLY: POST MI. | DESIG.

FUNDS: TOPICS

COUNTY NAME: Jackson — CODE: 029

AREA: Medford

F.A. SYSTEM: Primary

RTE NO.: P — FEDERAL AID: 3 — STATE: 63 — U.S.: --

WORK TYPE	STEM	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
PE		ITEM AS NOW PROGRAMED	85	T-5019(5)	SR 99 at Jct. SR 62, NW 0.23 mi. (Medford)	0.0	6,500	5,060	720 (city) 720	P.E. All phases; Install traffic signals, illumination and const. channelization.
ROW					"Birch Ave.-Crater Lake Hwy. (Medford) Sec."	0.0	40,000	31,260	4,370 (city) 4,370	
CONST		stage 2			PROJECT TOTAL	0.0	46,500	36,320	10,180	
PE		RE-QUESTED REVISION	85	T-5019(5)	SR 99 at Jct. SR 62, NW 0.23 mi. (Medford)	0.0	8,000	6,250	875 (city) 875	P.E. All phases; Install traffic signals, illumination; and const. channelization and access control curbing.
ROW					"Birch Ave.-Crater Lake Hwy. (Medford) Sec."	0.0	107,000	83,620	11,690 (city) 11,690	
CONST		stage 2			PROJECT TOTAL	0.0	115,000	89,870	25,130	

-9 has been submitted Yes ☐ — PROJECT WITHDRAWN YES ☐

→ CODE 11 — CODE 2

g into two or more projects. Prepare a form PR-1 for all oating from such action.

REASON FOR CHANGE:

-over-

OVAL: 1973

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE: August 26, 1974	DATE:	DATE: AUG
SIGNATURE:	SIGNATURE:	SIGNATURE:
~~STATE HIGHWAY ENGINEER~~ Project Management Engineer	TITLE:	TITLE:

ofer from one class of project to another, or covers joint financing, show both classes of funds involved.

TION FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48868-P61

8096

August 23, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Location/Design Approval
Birch Ave.-Crater Lake Hwy. (Medford) Sec.
Project No. T-5019(5)
Rogue Valley Highway (Ore. 99)
Jackson County

We hereby request your approval of the location/design as set forth hereinafter and in the enclosed study report for the subject project.

Location/Design:

a. The location is the corridor of the existing Rogue Valley Highway (Ore. 99) from approximately 650 feet northwesterly of Birch Avenue southerly to the Crater Lake Highway (Ore. 62) in the City of Medford.

b. The design consists of widening Rogue Valley Highway to provide left-turn lanes at Birch Avenue (relocated Table Rock Road) and Medco Logging Road and the use of access control curbing as required. Included are traffic control signals on the Rogue Valley Highway at Birch Avenue and at the east to north connection from Crater Lake Highway. Also, illumination as required.

More complete location/design details are contained in the enclosed study report, which consists of the following documents:

1 copy - Study Report (County and City Unit Memo of August 12, 1974).

1 copy - City of Medford "TOPICS Project Request" dated June 13, 1973.

1 copy - Capacity Analysis (Urban Studies Engineer Memo of September 12, 1973).

The Highway Division, having considered all the data as well as the social, economic and environmental effects, has concluded that the location/design as set forth hereinabove is suitable for the project.

A public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

The proposed project is exempt from State Clearinghouse and District 8 Clearinghouse A-95 reviews under working agreements dated April 28, 1970 and December 1, 1970, respectively.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

The "Negative Environmental Statement" for the subject project received FHWA concurrence on April 15, 1974.

We further request your authorization to proceed with the PS & E phase of the preliminary engineering for final plan preparation as programmed for the subject Project T-5019(5)

Enc.

JG:jb

cc F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
H. S. Cox
D. E. Swan
B. L. Gifford

SALEM, OREGON
August 12, 1974

TO: Mr. L. W. Rulien
Project Management Engineer
B U I L D I N G

Attention Mr. D. E. Swan

SUBJECT: TOPICS Project T-5019(5)
Birch Avenue-Crater Lake Hwy. Sect.
Rogue Valley Highway
City of Medford

FROM: Gary E. Zehner
Urban Program Engineer
County & City Unit

The estimated cost of constructing the subject project has increased from $45,000 to $115,000. The inclusion of access control curbing in the project amounts to $25,000, the remainder is due to the increase in unit prices.

The Transportation Commission on June 26, 1974 approved the City's request for curbing and an increase in Federal TOPICS funds (total $90,000) for the project.

Please submit to FHWA for their approval.

GEZ:ljt

☑ ENGR. ☑ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ LPE ☐

SALEM, OREGON
August 12, 1974

TO: Mr. L. W. RUlien
Project Management Engineer
B U I L D I N G

Attention Mr. D. E. Swan

SUBJECT: TOPICS Project T-5019(5)
Birch Avenue-Crater Lake Hwy. Sect.
Rogue Valley Hwy.
City of Medford

FROM: Gary E. Zehner
Urban Program Engineer
County & City Unit

Processing for location/design approval for the subject project is requested.

STUDY REPORT

LOCATION: On Rogue Valley Hwy. from approximately 650 feet northwesterly of Birch Avenue to the Crater Lake Highway in the City of Medford.

DESIGN: Widen Rogue Valley Highway to provide for left-turn refuges at Birch Avenue (relocated Table Rock Road) and Medco Logging Road. Install traffic control signals on Rogue Valley Hwy. at Birch Avenue, and on the northbound connection of the Crater Lake Highway to the Rogue Valley Highway. Install illumination.

This project is expected to improve safety and traffic flow in a now congested section that has a high accident rate.

GEZ:ljt

☑ ENGR. ☑ ASST. ☑ [illegible] AE ■ UE
☑ UPE ☐ CE ☐ [illegible] ☑ [illegible] ☐

SALEM, OREGON
August 12, 1974

TO: Mr. Victor D. Wolfe
Location Engineer
B U I L D I N G

SUBJECT: TOPICS Project T-5019(5)
Birch Ave.-Crater Lake Hwy.
Rogue Valley Hwy.
City of Medford

Attention Mr. P. L. Carstensen

FROM: Gary E. Zahner
Urban Program Engineer
County and City Unit

Attached is the field survey data for the subject project. This data has been examined and found to be consistent with the project as requested by the City and approved by the Transportation Commission.

This project has been rescheduled for bid opening on October 24, 1974.

GEZ:ljt

Att.

cc: L. W. Rulien
J. H. Versteeg
A. Shirley, Jr.

ENGR. ASST. AE UE
UPE CE

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of ____ Sheets

Route 62 — CRATER LAKE HIGHWAY Unit ____ Prefix 15-0607
Highway ROGUE VALLEY County JACKSON Date APRIL 1974
Length ____ Designer ____ Draftsman ____

Grading and Surfacing Items

COST FOR SIGNALS & CHANNELIZATION

Item	Unit	Net	10% Allow	Gross	Price	Amount
MOBILIZATION	LUMP SUM	ALL		ALL		$ 2,100
TEMPORARY BARRICADES	ONE	20	2	22	$ 50.00	$ 1,100
FLAGGING	HOUR	480	48	528	2.00	1,056
TEMPORARY SIGNS	SQ. FT.	342	34	376	7.00	2,632
TRAFFIC CONTROL & DIRECTION OF TRAFFIC	LUMP SUM	ALL	-	ALL	LUMP SUM	1,500
REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	ALL	-	ALL	LUMP SUM	50
ROADWAY EXC. W/O OVERHAUL	CU. YD.	2,028	71	2,100	4.25	8925
CLEARING ROADBED	LUMP SUM	ALL	-	ALL	LUMP SUM	250
WATERING	M-GAL	73	7	80	10.00	800
1-0 AGGREGATE BASE	TON	2,953	47	3,000	4.50	13,500
CLASS "C" CONCRETE	TON	731	19	950	17.50	16,625
6" CONCRETE CURBS IN ISLANDS	LIN. FT.	525	25	550	3.50	1,925
CURB FOR DRIVEWAY APPROACHES	ONE	19	-	19	100.00	1,900
EXISTING MANHOLES	ONE	5	-	5	150.00	750
EXISTING INLETS	ONE	3	-	3	100.00	300
SOD LAWN (CURBED ISLAND)	SQ. FT.	1,400	100	1,500	0.35	525
SPRINKLER SYSTEM (CURBED ISLAND)	LUMP SUM	ALL	-	ALL	LUMP SUM	1,100
TYPE CG-1 INLET W/SPECIAL GRATE	ONE	1	-	1	350.	350
TRAFFIC SIGNALS	LumpSum	ALL	-	ALL	LUMPSUM	40,000 ~~25,000~~
ADDITIONAL ANTICIPATED ITEMS						
RELOCATE EXISTING SIGNS	LUMPSUM	ALL	-	ALL	LUMP SUM	250
PERMANENT STRIPING	LUMP SUM	ALL	—	ALL	LUMPSUM	1750
[illegible]	[illegible]					6,38
ENGINEERING & CONTINGENCIES						

RECEIVED
COUNTY & CITY SECTION
MAR - 5 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ OE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Total ____

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet ____ of ____ Sheet

Section BIRCH AVENUE - CRATER LAKE HIGHWAY Unit ____
Highway ROSEBURG Co. County JOSEPHINE Prefix 15-0607
Length ____ Designer ____ Draftsman ____ Date APRIL 1971

Grading and Surfacing Items

ADDITIONAL COST FOR CURB CONTROL

Item	Unit	Net	10% Allow	Gross	Price	Amount
REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	ALL	—	ALL	LUMP SUM	* 1,565
TRENCH EXCAVATION	CU. YD.	143	7	150	7.00	1,050
8-INCH SEWER PIPE	LIN. FT.	899	21	920	6.75	6,210
CONCRETE INLETS CG-1 W/SPECIAL GRATES	ONE	8	—	8	350.00	2,800
CONCRETE JUNCTION BOX	ONE	1	—	1	350.00	350
CONCRETE CURB TYPE "A"	LIN. FT.	1635	65	1700	5.30	9,010
CAPPING CONCRETE INLETS	ONE	2	—	2	100.00	200
ADJUSTING CONCRETE INLET	ONE	1	—	1	100.00	100
TOTAL						$ 23,285
ADDITIONAL ANTICIPATED ITEMS:						
UNPLUG EXISTING STORM DRAIN	LUMP SUM	ALL	—	ALL	LUMP SUM	350
ADDITIONAL COSTS						$ 23,635

Total ____

2

OREGON STATE HIGHWAY DIVISION
BIRCH AVENUE - CRATER LAKE HIGHWAY,
ROGUE VALLEY HIGHWAY (FAP 3)
JACKSON COUNTY
PREFIX 15-0607
APRIL 1974

NARRATIVE REPORT

The purpose of this survey was to perform the necessary field work required to prepare maps, profiles and cross sections to help determine design, location and estimate of cost for channelization, illumination and traffic signals on the Rogue Valley Highway at the re located Table Rock Road and left turn refuge for northbound traffic turning into Medford Corporation driveway.

The project limits extend northwesterly approximately 650 feet from the intersection of the relocated Table Rock Road and Rogue Valley Highway at M.P. 5.35 and southeasterly approximately 1,200 feet to include the construction necessary to revise the existing curbed island for the Medco. left turn refuge northbound on Rogue Valley Highway. The over-all length of the project is 0.35 mile.

The work was started in January 1974 and concluded as of this date. Additional time was required when the decision was made to investigate the cost of including control curbs in this project. Copies of curb correspondence is included with the data.

The survey is an extension of horizontal and vertical controls from the Merriman Road to Rogue Valley Highway Section, Table Rock (County) Road project. The controls are noted on the map and profile. An attempt was made to tie and establish the existing right of way center line. However there is an 8 to 10 foot discrepancy in stationing between northerly R/W monuments tied and calculated and physical objects tied and compared to the original construction plans showing such objects and stationing. Considerable field and office work would be required to clear up this discrepancy, but in my opinion is unwarranted, since the proposed construction will be within the existing right of way which can be easily defined, within one half foot, by measuring each way from the existing center line of the original P.C.C. pavement. Due to heavy traffic conditions a P-4 line was run on the southerly side of the highway opposite the P line for control and to tie the necessary topography for the design map. The P and P-4 line should be used for reference in construction and you will note that they were used to denote the stations of the construction items.

The maps and plans used for original R/W and construction information are noted on the detail map.

The existing typical section is a 4 lane facility with no median. A copy of the original roadway section is included with this data. The construction of the relocated Table Rock Road and the proposed closing of southbound Table Rock Road in the Big Y area has necessitated the need for channelization and traffic signals. Correspondence related to Topics Project Request, traffic capacity and traffic signals is included with report.

The proposed channelization will require widening the existing highway eleven feet on each side. At the maximum width, the suggested design would include 2 - 24 foot travel lanes, 12 foot median with 5 foot shoulders on each side, leaving 5 feet to R/W line in the

BIRCH AVENUE - CRATER LAKE HIGHWAY

NARRATIVE REPORT (Cont'd)

80 foot R/W - R/W section. The request by the city (see related correspondence) to include curbs in the project was investigated. Constructing control curbs would require the installation of a new storm drain system and some effort was made to determine absolute outfalls on the sewer lines to the nortwest but information is lacking and since the system apparently works immediately northwest of the proposed reconstruction the new storm drain will tie into these lines. The cost of constructing control curbs with storm sewer is $24,638.

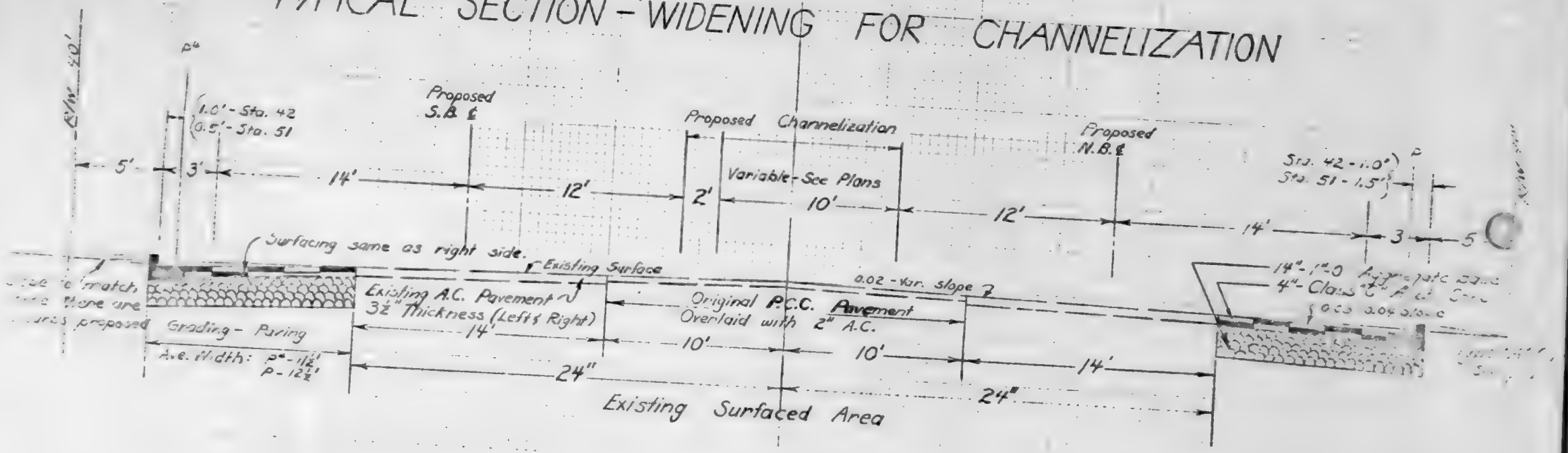
The base design in the excavated strip area on each side of the highway where the widening takes place will be 4-inches of Class "C" Asphaltic Concrete and 14-inches of 1" - 0 Aggregate Base.

The channelization and left turn refuge designs have been tentatively approved by the Region Traffic Engineer. The suggested location for the signals, poles, detectors etc. have been shown on a sketch map and is rolled up with the detail map. The estimate, not including control curbs, is uncompleted and is in pencil form so that the Region Traffic Engineer can add the cost of traffic signals, as well as, the additional anticipated items, permanent striping and signing. Cost Estimate can be final typed in Region Office with the addition of this cost.

The construction items have all been documented as to quantity source calculations and the unit prices were obtained from Salem Cost Unit.

It will be necessary to make contact with all the abutting property owners, as well as, the people doing business along both sides of the highway in regards to final location of driveways especially if control curbs are approved in this project. It is suggested that the Right of Way Personnel be given this assignment due to their expertise in handling situations similar to this.

TYPICAL SECTION - WIDENING FOR CHANNELIZATION



MAIN ROADBED

(ROGUE VALLEY HIGHWAY STATION 715+10 - 728)
Proposed Construction Stations Below

SOUTH BOUND SIDE

Station P* 39+50 - P* 41+17 (Taper proposed grading & paving)
Station P* 41+17 - P* 49+35
Station P* 49+35 - P* 52+35 (Taper section.)

NORTH BOUND SIDE

Station P 39+60 - P 49+35
Station P 49+35 - P 52+35 (Taper section.)

CURBED ISLAND

SEE PLANS FOR PROPOSED ISLAND REVISION

- TOPICS -
MEDFORD

BIRCH AVE - CR. LK HWY

8096

bc: E. S. Hunter
L. W. Rulien
Victor Wolfe
J. H. Versteeg
L. E. George
A. Shirley, Jr.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 9, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Robert D. Kortt
City Traffic Engineer
City Hall
Roseburg, Oregon 97470

NOTED
H. S. HUNTER

Re: TOPICS Project T-5019(5)
Birch Avenue-Crater Lake Highway

Dear Mr. Kortt:

Your July 15, 1974 letter to Mr. Shirley has been referred to this office for reply.

We are accepting your letter as evidence that all property owners have been contacted and advised of the curb cuts and street vacations which are proposed under the project. We have been advised to proceed with the project as approximately 75% of the property owners approved of the plan.

Based on the above and previous correspondence we will seek Design approval for the subject project.

Very truly yours,

H. S. Cox
County and City Engineer

By

Gary E. Zehner

Gary E. Zehner
Urban Program Engineer

GEZ:ljt

RECEIVED
AUG 9 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

T.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

DATE August 2, 1974

TO E. S. Hunter, Asst. State Highway Engineer

FROM ALFRED SHIRLEY, JR., Regional Engineer

SUBJECT

Attached herewith is a letter from the City of Medford concerning their contacts with the property owners abutting the proposed TOPICS project on Birch Street along the Crater Lake Section of the Rogue Valley Highway.

It would appear from this that 75% of the abutting property owners approved curb installations and, for this reason, I feel we should proceed with the above-mentioned project for curbs and driveways because, in this Office's opinion, this will make the project much safer, and, after all, that is one of the intents of the TOPICS program.

AS/ks
Attach.
cc Victor D. Wolfe
J. H. Versteeg
L. E. George

RECEIVED
COUNTY & CITY SECTION
AUG - 6 1974
☑ ENGR. ☑ COOR. ☐ GE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
AUG 2 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8-6-74
Si Cox
Ola handle
direct with cc.
Ed H.

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD

MEDFORD, OREGON 97501

July 15, 1974

Mr. Alfred Shirley Jr.
Regional Engineer
Oregon State Highway Department
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

This letter is in regard to the proposed curb, gutter and driveway installation on Rogue Valley Highway in Medford. This item is scheduled as part of the Birch Street TOPICS project.

Included herewith is a map of affected properties, and a listing of abutting property owners along the highway from Elm to Gore Street.

The State Highway Division should have received a copy of a letter mailed May 29, 1974. This letter was sent to all affected property owners. We indicated the city and state were considering the installation of new curbs, gutters and driveways at no cost to the abutting owners. A mailing list of the property owners is also included for your reference.

A second letter was mailed July 1, 1974 to Exxon Corporation and to Mr. Richard Hicks. We again asked for a response to the project. Mr. Hicks is believed to be the new owner of tax lots 3400, 3500, and 3600. Mr. Hicks is owner of "Richards" food store chain.

To date, the only response we have received in writing is a letter from the Bank of California. A copy of their letter is enclosed.

Other contacts made by city staff are as follows:

Mr. Kortt and Mr. Bodenstab from the city met with Mr. Jerry Smith and others regarding the proposed curbs and driveways along the "Big Y" shopping center. (Tax Lots 3400 and 3600). Mr. Smith is General Manager for Richards food store chain. Mr. Smith is not in favor of the project. He indicated the proposal would eliminate some parking along the market since approximately 15 spaces need the use of highway right-of-way for manuevering in and out of stalls.

Mr. Bodenstab and Mr. Ullian of the city have discussed the project with Mr. John La Fontaine. Mr. Fontaine has no objections; however, he is concerned about driveway locations and specification. He would not be in favor if he is not able to specify where driveways should be located. He is developing off-street parking and obviously needs this information. Evidently Mr. Gosden from the Highway Division has been in contact with him also. There seems to be some difference of opinion on driveway specifications. I would recommend that a meeting be set up between Mr. Bodenstab and state personnel to go over all details of driveway locations, widths, etc. to ensure that the city and state do not indicate conflicting statements to the public.

Mr. Bodenstab contacted Mr. Guetalaff and Mr. Juniper. Both parties made no objections to the project. Both wish to be contacted in regard to driveway locations. What they described to fit their needs appear to be within the standard approach policy.

The Rev. Nicholas Deis has not responded as yet. However, we have recently vacated Birch Street which had the approval of Rev. Deis. His attorney is Mr. Paul Haviland of Haviland, DeSchweinitz and Stark, 1005 E. Main Street, Medford.

Mr. M. O. Bessonette also has not responded. City staff is attempting to schedule a meeting with Mr. Bessonette. He is still shown as owner of tax lot 3800 which takes in all over the area shown in red on tax lot map included. However, as stated earlier, Mr. Hicks now owns "Richards Foods" market which includes the frontage along Rogue Valley Highway. Neither Mr. Hicks or Mr. Bessonette is expected to favor this project, since the shopping center facility is enjoying the unrestricted use of state highway right-of-way.

We do not anticipate any objections from Exxon Corporation (tax lot 4200) since the service station has installed a curb between their two driveways earlier. Their existing curb appears to be in line with the proposed curbs. New curbs and driveways should be carried thru this property.

This completes the data we have to date. It is our desire that this channelization be included on the TOPICS project provided that it will not hold up the scheduled bid opening set for approximately September 26, 1974. The city staff considers this item as a very high priority and encourages the State Highway Division to include this work in the TOPICS project.

Yours truly,

Robert D. Kortt
City Traffic Engineer

RDK:do

Encls.

June 28, 1974

Mr. Duane L. Scroggins
Public Works Director
City Hall
Medford, Oregon 97501

Re: TOPICS Project Request
Birch Avenue-Crater Lake Highway

Dear Mr. Scroggins:

Your request for access control curbing and an increase in TOPICS funds for the subject project was approved by the Transportation Commission at their June 26, 1974 meeting. Attached for your information is a summary describing the project.

This project is tentatively scheduled for bid opening on September 26, 1974.

Very truly yours,

H. S. Cox
County and City Engineer

By

Gary E. Zehner
Urban Program Engineer

GEZ:ljt

Att.

bc: L. W. Rulien
A. Shirley, Jr.

ENGR. ASST. OE AE UE
UPE CE RE RPE

SUMMARY, TOPICS FUNDS
Fiscal Years 1970, 1971, 1972 & 1973 Funds

CITY	SECTION	PROJECT ESTIMATE	FEDERAL SHARE	STATE SHARE
NORTH BEND	Broadway Street @ Virginia Avenue	$40,000	$31,000	$4,500
WOODBURN	Pacific Highway East @ Lincoln Street	30,000	23,000	3,500
	TOTAL NEW PROJECTS	$70,000	$54,000	$8,000

INCREASE IN PREVIOUSLY APPROVED PROJECT

MEDFORD	Birch Avenue-Crater Lake Highway, Rogue Valley Highway	$115,000	$90,000	$12,500
	Amount approved by the Oregon Transportation Commission on September.19, 1973.	45,000	35,000	5,000
	TOTAL INCREASE	$ 70,000	$55,000	$ 7,500
	TOTAL	$140,000	$109,000	$15,500

SUMMARY BY FISCAL YEAR(Federal TOPICS Funds)	1970,71&72	1973	TOTAL
Allocated Funds (Federal)	$4,153,000	$870,000	$5,023,000
Approved Projects (Corrected to date)	4,153,000	585,000	4,738.000
Balance	---	285,000	285,000
Proposed New Projects (6/26/74)	---	109,000	109,000
Unprogramed Balance	$ ---	$176,000	$ 176,000

74-f
6/14/74

CITY OF MEDFORD
Proposed TOPICS Project Increase

Birch Avenue-Crater Lake Highway (Medford) Section, Rogue Valley Highway (FAP 3).

The project, as approved by the Transportation Commission on September 19, 1973, consisted of installation of a traffic signal and illumination, and construction of a left-turn refuge on Rogue Valley Highway at an estimated cost of $45,000.

The field work on this project has been completed and a cost estimate of $90,000 has evolved. The City has requested that access control curbing, at an estimated cost of $25,000, be included in this project. Thus, the total cost is now estimated to be $115,000.

This proposed project will increase the previously approved $35,000 in Federal TOPICS funds to $90,000.

74-f
6/14/74

8096

bc: C. W. [illegible]ad
G. M. [illegible]ldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rullen
L. E. George
V. E. Skoog
J. H. Versteeg
V. D. Wolfe
H. S. Cox
E. L. Hardt
C. O. Fredricks
A. Shirley, Jr.
Gary Sund
R. E. Whipps

GEZ:ljt cm

June 19, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Proposed TOPICS Projects
Proposed TOPICS Project Increase

There will be before you at the June 26 meeting requests from the Cities of North Bend, Woodburn and Medford for approval of TOPICS projects.

North Bend's project consists of the installation of a traffic control signal at the intersection of Broadway Street and Virginia Avenue (Cape Arago Highway). The total project cost is estimated to be $40,000, of which the State and City will each pay approximately $4,500.

Woodburn's project consists of the installation of a traffic control signal on Pacific Highway East at Lincoln Street. The total project cost is estimated to be $30,000, of which the State and City will each pay approximately $3,500.

Medford is requesting that the Federal-Aid TOPICS portion of the Birch Avenue-Crater Lake Highway Project be increased to $90,000. The State's and City's shares would be increased to $12,500 each.

These projects have been investigated and are eligible for funding under the Federal-Aid TOPICS program.

I recommend your approval and request authority to sign project agreements for and on your behalf.

Attachment

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD

MEDFORD, OREGON 97501

May 29, 1974

RECEIVED
COUNTY & CITY SECTION
JUN 4 - 1974
ENGR. COOR. LE RE UE
UPE CE RE RPE

Dear

#63

The City of Medford, in co-operation with the Oregon State Highway Division, is designing a safety improvement project along Rogue Valley Highway from Hazel Street to the intersection with Crater Lake Highway. This project will include new traffic signals at re-located Table Rock Road intersection to complete the City's Table Rock Road construction project. No charge will be made to the abutting property owners for the installation of curbs and driveways.

As part of this project, new curbs, gutters, and driveways are proposed on both sides of Rogue Valley Highway. We consider the installations of curbs and driveways as an integral part of the improvements for traffic safety along Rogue Valley Highway. The location proposed for the new curbs will be marked along both sides of Rogue Valley Highway with a solid yellow line, if possible. In areas where striping is not possible, we will be glad to meet with you to determine the location.

Driveway locations will be as specified by the property owner, providing that the number of driveways requested, width, etc., meets City standards. Please contact Mr. John Bodenstab, Office Engineer, Public Works Department, City Hall, 773-7352 for any questions in this regard.

We would appreciate a written response indicating your approval or disapproval and your desires for driveway locations within ten days of receipt of this letter.

Please contact this office if you have any further questions.

Very truly yours,

R. D. Kortt
City Traffic Engineer

RDK:pt

cc: Alfred Shirley, Jr.
George Thornton
Dick Ullian

ATTACHED LETTER SENT TO THE FOLLOWING:

Mr. Richard Hicks
c/o Brown & Hughes
Attorneys-at-Law
P. O. Box 1249
Grants Pass, Oregon 97526

Mr. and Mrs. Theo. J. Guetzlaff
4195 Rachel Highway
Medford, Oregon 97501

Mr. and Mrs. John W. LaFontaine
1951 North Pacific Highway
Medford, Oregon 97501

Messers. R. C. and Robert C. Dunham
c/o John W. LaFontaine, Agent
1951 North Pacific Highway
Medford, Oregon 97501

Bank of California/R.C. Dunham and
John W. LaFontaine
ATTN: R. Rorabeck
Trust Department
P. O. Box 3121
Portland, Oregon 97208

Exxon Corp.
P. O. Box 53
Houston, Texas 77001

Mr. and Mrs. M. O. Bessonette
11 Almond
Medford, Oregon 97501

Rev. Nicholas J. Deis
8243 S.E. Franklin Street
Portland, Oregon 97206

Mr. and Mrs. Ray Bostock
c/o Juniper. L.E., Agent
1020 South Peach Street
Medford, Oregon 97501

Rulien

Mr. Robert D. Kortt
City Traffic Engineer
City Hall
Medford, Oregon 97501

May 20, 1974

Dear Mr. Kortt:

This will acknowledge your letter of May 15, 1974, concerning the proposed Birch Avenue-Crater Lake Highway TOPICS project.

In response to your question regarding what effect this increased funding will have on the Barnett Road TOPICS project, the answer is no change. The Agreement stipulates the method of cost sharing in the general provisions of the Agreement.

In regard to the driveways and curb cuts, the $25,000.00 estimate includes paving materials for these driveways. We feel that this will be a minor item as many will merely be curb cuts. In any event, the property owners will not be required to stand the cost of driveways on the highway right of way.

The vacation of all City streets involved in this project should be finalized prior to plan preparation. Please expedite the vacation process.

When the owners are contacted, we will want a written document outlining their stands if opposed, and an indication of approvals.

If you have any further questions, please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

INITED
R. N. CHASE

AS/GLC/dt

cc: R. W. Rulien ✓
L. E. George
George Thornton

RECEIVED
MAY 22 1974
PROJECT MANAGEMENT SECTION

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON

May 15, 1974

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

This letter is in regard to the Birch Avenue - Crater Lake Highway Section TOPICS project and your letter of May 6, 1974.

The City acknowledges the revised cost estimate of $115,000 including access control curbing. As it was indicated earlier, this total project cost far exceeds the $45,000 estimated cost at the time the application was approved. It is our understanding that additional TOPICS funds are available for completion of this work without encumbering the City's remaining TOPICS funds scheduled for the Barnett Road signalization project.

The City will contact the abutting property owners on North Pacific Highway to advise them of the installation of curbs. The question of driveways should be resolved. Prior to contacting the owners, we should have a determination on the costs for driveway curb cuts. Does the estimated $25,000 cost for curbs include driveways? Will the TOPICS Project pick up driveway costs? Some areas such as the "Big Y" Shopping Center may feel that curbs would not better serve their business, and if they were charged for driveways, they would be against any channelization. All requested driveway permits granted must meet City and State driveway specifications.

Birch Street between Gore Street and North Pacific Highway has not yet been vacated. We have received a petition for vacation by 100% of affected property owners, however, the utility easement from one owner has not been received. This easement should be received shortly. We will contact your office when the vacation has been affected.

Very truly yours,

R. D. Kortt
City Traffic Engineer

RDK:pt

— Dan Hamwell —
6519

100

STATE COPY

Oregon State Highway Division

Federal-aid Project
No. T-5019(5)

BIRCH AVE.-CRATER LAKE HIGHWAY (MEDFORD) SECTION

ON THE ROGUE VALLEY HWY. IN JACKSON COUNTY

Salem, Oregon, May 6, 1974

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$4,500.00
	Total	$4,500.00

Length of Project - - 0.0 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E. (Field Work)	$ 4,500.00	$ 3,500.00	$ 500.00	$ 500.00
Retain in Program				
P.E. (PS&E Preparation)	2,000.00	1,560.00	220.00	220.00
Contract Work	40,000.00	31,260.00	4,370.00	4,370.00
Total	$46,500.00	$36,320.00	$5,090.00	$5,090.00

Prefix: 15-0607

Group 1 - 100%

COX

Mr. Robert D. Kortt
City Traffic Engineer
City Hall
Medford, Oregon 97501

May 6, 1974

Dear Mr. Kortt:

This will confirm your telephone conversation of May 3, 1974, with Mr. Clark of this office.

As you were advised, the field work on the Birch Avenue-Crater Lake Highway (Medford) section project has been completed and a cost estimate of $90,000.00 has evolved. With the City's request to include access control curbing, a second estimate and plan were prepared. This added $25,000.00 to the cost of the proposed project. Thus, the total cost is now estimated to be $115,000.00. The original estimate was $45,000.00, which I understand you received from our Traffic Section in Salem. This probably was intended as a signal cost estimate without any cost for channelization.

Our Salem office advises that TOPICS funds are available for the complete project ($115,000.00), if you wish to proceed along these lines. Also, we would need a statement that all abutting property owners had been contacted and advised of the curb cuts and, although not mentioned by phone, that the street vacations were also known to the affected property owners. A statement as to these reactions should be made in this report.

Please advise this office then as soon as convenient as to which way the City wishes to proceed.

7-9-74 & 8-5-74
called Clark re. City letter
he will call Kortt & Schlosser re
delay. DEZ

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

AS/GLC/dt

cc: L. W. Aulien
H. S. Cox
L. E. George
George Thornton

8 x 14
78% of mailing receipts
w/ill plan. Legion has
letters. SENT TO HUNTER 8-2-74 by A. Shirley
DEZ

RECEIVED
COUNTY & CITY SECTION
MAY 7 1974
ENGR. COOR. UE AE UE
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FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon
April 26, 1974

FILE: T

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

TO: L. E. George
Traffic Engineer

SUBJECT: Birch Ave.-Crater Lake Hwy. (Medford) Section
Rogue Valley Highway
TOPICS Project

Attached hereto is a report from Glen L. Clark, Regional Traffic Engineer, concerning the Birch Avenue-Crater Lake Highway Section, a TOPICS project in the City of Medford.

The field investigation to do the project is now estimated at $90,000, which is just about double the estimate at the time the project was approved.

While we were making the field survey, the City of Medford requested that we consider the installation of curbs to better control traffic and improve safety within the project. This would cost an additional $25,000, making the total project cost $115,000.

This office recommends that the project be pursued and requests that you see if funds can be made available to construct the project as designed in the field.

AS/cw
Attach.

cc H. S. Cox
George Thornton
Earl Purdy

RECEIVED
COUNTY & CITY SECTION
APR 30 1974
☐ ENGR. ☐ CONR. ☐ UE ☐ AE ☐ DE
☐ RPE ☐ CE ☐ RE ☐ RPE ☐

H.S. Cox

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

DATE April 25, 1974

TO Alfred Shirley, Jr., Regional Engineer

FROM GLEN L. CLARK, Regional Traffic Engineer

SUBJECT Birch Avenue - Crater Lake Highway (Medford) Section
Rogue Valley Highway - TOPICS Project
Medford

As you know, the City of Medford made application for the subject project some months ago and it is scheduled for letting September 26, 1974. The estimate was $45,000.00. An agreement has been signed.

The location project is now in our Region Design room on its way to Salem. The project was delayed when the City asked for a design with access control curbing and a drainage system.

The reason for this letter is to advise that the estimated cost without curbs is now estimated at $90,000.00. The curbs will increase the cost of the project $25,000.00. This makes a total project cost now of $115,000.00. This is a considerable overage from the original estimate.

Our Salem office advises that after the agreement is signed it is difficult to request additional TOPICS funds.

This matter should be cleared up at this point in time, as the City's share is going to be higher and as far as I know, this has not been brought to their attention. Also, we should get some guidelines from Salem.

I am attaching two drawings showing the proposed design of the signalization associated with this project and its cost reflected in the cost estimate.

GLC/jw
attach.
cc H. S. Cox
L. E. George
Earl Purdy
George Thornton

RECEIVED
COUNTY & CITY SECTION
APR 30 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8096

BB J

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 28, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT TOPICS Project T-5019(5)
Birch Avenue-Crater Lake Highway Section
Rogue Valley Highway
City of Medford

This negative declaration precedes our request for location and design approval of the subject project and documents impacts of the project upon the social, economic, and natural environments of the area.

DESCRIPTION AND PURPOSE OF PROPOSAL

Birch Avenue is a recently constructed city street extending from Table Rock Road to Rogue Valley Highway and lies approximately 1500 feet northerly of the intersection of the Rogue Valley Highway, Table Rock Road, and the Crater Lake Highway. Birch Avenue is an intertie between Table Rock Road and the Rogue Valley Highway and was constructed to alleviate some of the congestion at the intersection of the three highways.

The purpose of this project is to improve the traffic safety and service level of the existing facility, making it adequate for a twenty-year design period.

A three-phase traffic signal will be installed at the intersection of Birch Avenue and the Rogue Valley Highway, and left-turn refuges will be constructed for southbound traffic on the Rogue

Valley Highway turning east onto Birch Avenue, and at the intersection of Medco Logging Road with the Rogue Valley Highway for northbound traffic turning west into the Medford Corporation lumber industries complex. To improve traffic flow, modification of an existing traffic signal at this intersection will be considered. Modification of a traffic signal at the intersection of the Rogue Valley Highway with the Crater Lake Highway and illumination of the project area will also be considered as further means of improving safety and traffic flow in a now congested section that has a high accident rate.

Traffic projections and capacity studies indicate that existing facilities will have reached their capacity by 1985 and that a level of service "C" could no longer be provided. The modification proposed in this project will extend until at least 1993 a level of service "C." (See attached volume and capacity diagrams for 1973 and 1993).

Traffic volumes and projection are based on the Bear Creek Area Transportation Study (BCATS), prepared by the Technical Advisory Committee and published by the Oregon State Highway Commission (1972). This study lists the intersection of the Rogue Valley Highway with Table Rock Road as having the highest accident rate of any intersection in the study area. In 1965, there were 6.81 accidents per million vehicles entering the intersection, compared to 4.41 at the next highest rated intersection. It is anticipated that re-routing southbound traffic on Table Rock Road and modifying the traffic signal at this intersection for more positive traffic control will significantly reduce the accident rate.

EXISTING ENVIRONMENTAL SETTING The project area is entirely within the city limits of Medford, Oregon and lies to the northwest of the central business district. The triangle formed by the Rogue Valley Highway, Table Rock Road, and the recently completed Birch Avenue encloses a commercial area known as the "Big Y." A large industrial complex lies to the south of the Rogue Valley Highway within the project area. To the west of the Birch Avenue intersection with the Rogue Valley Highway, several unimproved streets have access to the Rogue Valley Highway and to Birch Avenue. This area is characterized by an intermix of commercial developments and older residential houses. The area surrounding the project site is zoned for commercial development and is being developed in conformance with the zoning ordinance.

The Rogue Valley Highway is a section of Oregon Route 99 that has been replaced by Interstate 5 but continues to serve bypassed communities and towns to the north and south of Medford. As such, the Rogue Valley Highway is a major arterial leading into Medford. Within the project area, the Rogue Valley Highway is a four-lane, two-

way facility with an average daily traffic of 18,400 vehicles of all types.

Table Rock Road extends to the north from the project area, connecting to Sam's Valley Road near the community of Sam's Valley. Table Rock Road becomes a major arterial as it approaches Medford, serving residential areas and communities clustered along its length and intersecting a number of collector roads. At the Birch Avenue intersection, average daily traffic is 7500 vehicles of all types. All southbound traffic is diverted to Birch Avenue at this point.

Birch Avenue is 48 feet wide between the curbs and provides for two-way traffic on two traffic lanes. Average daily traffic is 3800 vehicles southbound and 100 vehicles northbound. Future plans for this street include removing parking along the west side so that two traffic lanes can be provided for southbound traffic.

Medco Logging Road is a privately owned road that crosses the Rogue Valley Highway near the Table Rock Road intersection. An existing traffic signal at this intersection is actuated by logging trucks approaching from either direction on Medco Road. Truck traffic on this road varies considerably, depending on the availability of logs to be hauled, but averages about two trucks an hour.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The installation of a new traffic signal, the modifications of existing signals, and construction of left-turn refuges will all be accomplished within the Rogue Valley Highway right-of-way, so no additional right-of-way will be required. There will be some temporary disruption of traffic during the construction period. Enforcement of section 107 of the Oregon State Highway Commission's Standard Specifications for Highway Construction--which are part of all contracts and delineate the legal relations and responsibilities of a contractor to public agencies and to the public in general--will insure that the necessary signing, flagging, and illumination will be provided during the construction period for maximum safety and minimal inconvenience to the highway user. In the same section of the Standard Specifications, the contractor is also reminded of his responsibility to protect air and water quality from pollution by observing the requirements of state and local governing bodies.

Clearing of roadside vegetation will be minimal and confined to the shoulder slopes in the two areas where the highway will be widened to provide for the left-turn refuges. Exposed soils will be seeded and mulched to re-establish any vegetation disturbed or removed by construction. Exposed soils will also be protected from erosion during construction, if necessary.

There will be no significant changes in traffic patterns, traffic volumes, or average vehicle speeds. Therefore, it is not anticipated that there will be any significant change in the ambient air quality, and comments will not be solicited from the air pollution control authority, the Department of Environmental Quality.

Noise levels within the project area have been estimated by the use of a nomograph prediction method.[1] This method indicates that the L_{10} noise level exceeds the Federal Highway Administration standards for a commercial area for approximately 200 feet on either side of the Rogue Valley Highway. Interruption of traffic by the proposed traffic signal at the intersection of Birch Avenue could raise the L_{10} noise level as much as 5 dBA in the immediate area. This is a detectable amount but does not constitute a significant adverse impact.

A request for an exemption to the Federal Highway Administration noise standards will be processed, because noise levels along the Rogue Valley Highway now exceed standards, the proposed project does have the potential to increase the noise level slightly in one area, and there is no apparent feasible method to construct a noise attenuation system.

Under the provisions of Federal Highway Administration Memorandum 50-1-70, Paragraph 2(a), and according to the subsequent working agreement (May 1, 1970) between the State Clearinghouse and the Oregon State Highway Division, certain kinds of projects may be exempted from State Clearinghouse review. A draft of this working agreement lists as exemptions those projects which are felt to have no major significance. Specifically listed under exemptions are minor TOPICS projects that are entirely within a local jurisdiction. Because this project falls within these categories, a Notice of Intent will not be submitted to the State Clearinghouse or local Council of Governments for the A-95 review process.

BASIS FOR NEGATIVE DECLARATION It is the conclusion of the Oregon State Highway Division that implementation of the proposed project does not constitute a major action in that it will not significantly change any traffic patterns, traffic volumes, or have the potential to significantly affect existing land use or to encourage any changes in land use. Nor will the project have any significant impact upon the social, economic, or natural environment within the project area.

[1]J. E. Wesler, Manual for Highway Noise Prediction, prepared by the Transportations Systems Center for the Department of Transportation (Washington D.C.: Department of Transportation, 1972).

Endorsement to Oregon State Highway Division Concur

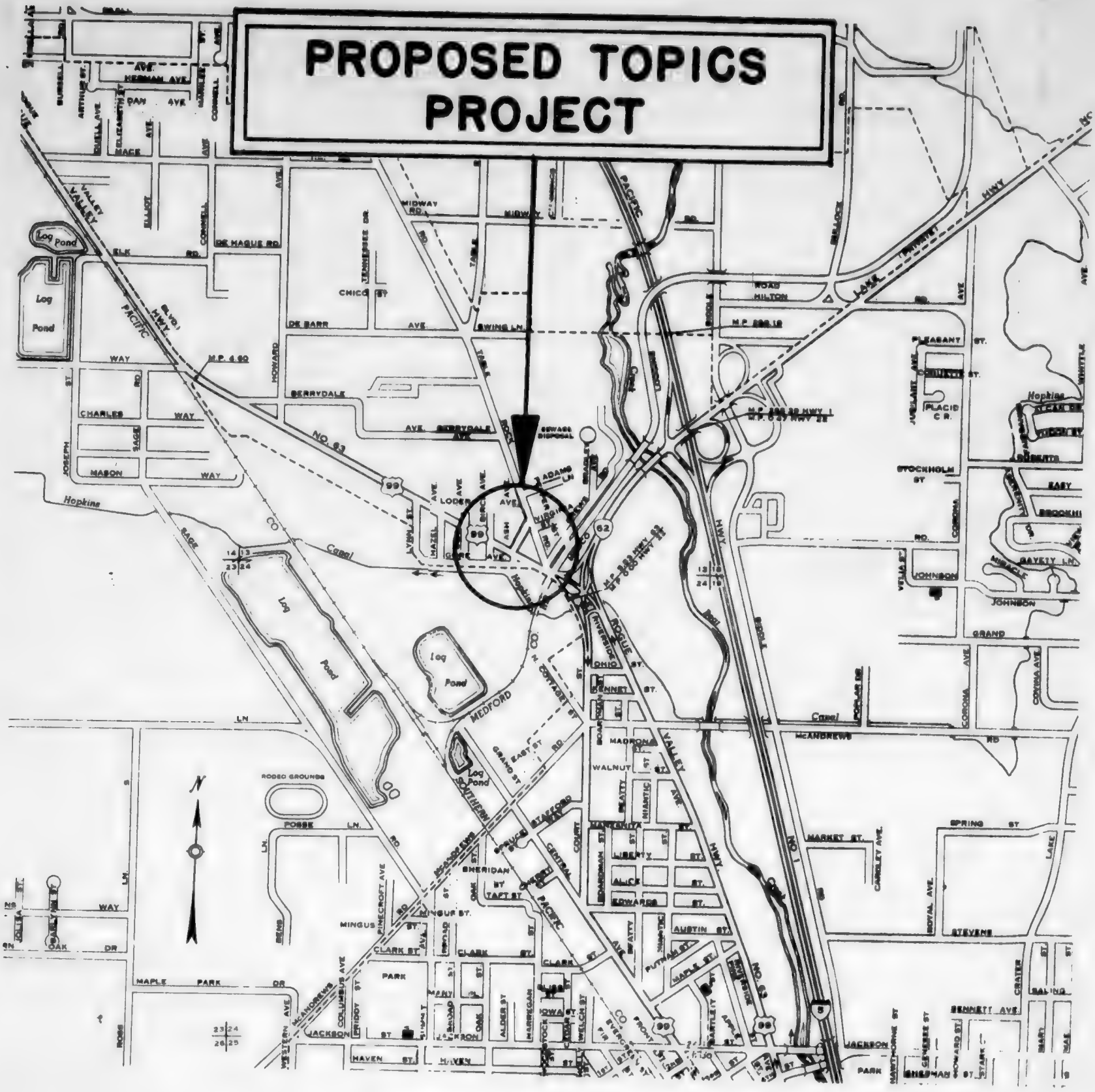
Division Engineer

Date: APR 15 1974

cc:

F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. Royer
V. Wolfe
L. W. Rulien
A. Shirley
H. S. Cox

PROPOSED TOPICS PROJECT


Log Pond
Log Pond
Log Pond

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section: Birch Avenue - Crater Lake Highway

Highway: Rogue Valley (FAP 3)

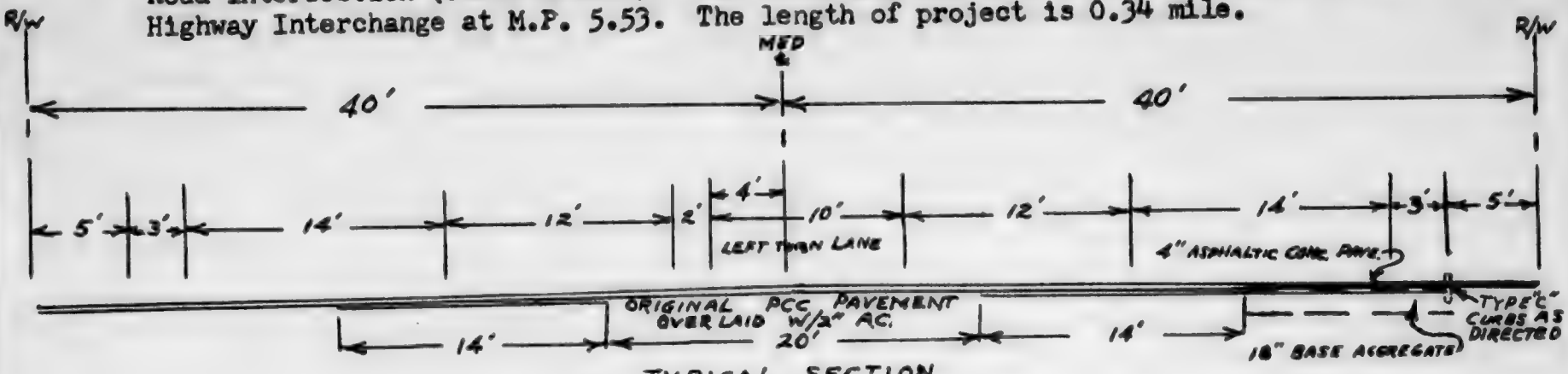
County: Jackson

Date: March 25, 19 74

Authorization No.: 2

Survey Prefix: 15-0607 (Assigned by Salem office)

Description of termini, route, length, etc.: The northerly terminus is located on the Rogue Valley Highway at M.P. 5.19 approximately 500 feet northerly of the relocated Table Rock Road intersection (Birch Street). The southerly terminus is at the Crater Lake Highway Interchange at M.P. 5.53. The length of project is 0.34 mile.



TYPICAL SECTION
STATION 718+10 TO 722+00 ±
STATION 715 TO 718+10, TAPER SECTION

Purpose of survey:

Prepare plans for traffic signals, channelization and illumination on Rogue Valley Highway at Birch Street and left-turn refuge for northbound traffic turning into Medford Corporation driveway.

Estimate of cost:

Field	(901)	4,000
Plans	(905)	500
Traffic	(911)	700
Utilities	(914)	300
Specifications	(921)	500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 6,000
Previous authorization	4,000
Additional authorization requested	2,000
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: Earl C. Purdy — Field Engineer

Recommended for Approval: J. K. Wilson — Regional Engineer

Recommended for Approval: Victor D. Wolfe — Location Engineer

Approved: E. J. Hunter — Assistant State Highway Engineer

SP*23604-734

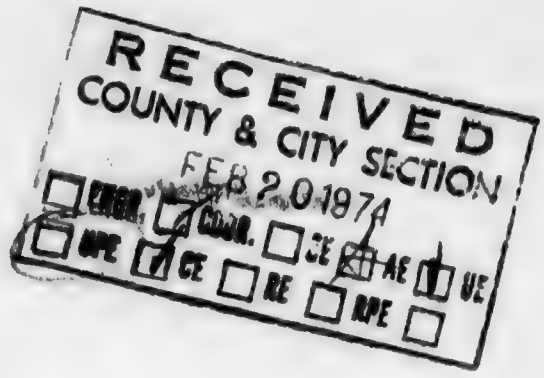
T.

CITY OF MEDFORD
OREGON

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

February 19, 1974



Mr. H. S. Cox
County and City Engineer
Oregon State Highway Building
Room 405
Salem, Oregon 97310

Re: TOPICS Project
Rogue Valley Highway at Birch Street
City of Medford

Dear Mr. Cox:

This negative declaration is to accompany our request for approval of the subject Federal-Aid TOPICS Project.

LOCATION AND DESCRIPTION OF PROJECT

Location: Rogue Valley Hwy. (Ore. 99) at its intersections with Birch Street, Medco Road, and Crater Lake Highway in the City of Medford

Description: Installation of traffic control signals on Rogue Valley Highway and Birch Street. Modification of existing signals at Rogue Valley Highway and Crater Lake Highway to provide signal control of westbound traffic, turning north. Channelization on Rogue Valley Highway to provide for left turn refuge at Birch Street and at Medco Road, and to provide illumination on portions of the Rogue Valley Highway from Birch Street to Crater Lake Highway. The Rogue Valley Highway is on the Federal-Aid Primary System and is designated FAP-3.

PURPOSE OF PROJECT

Purpose of Project: The purpose of this project is to signalize the intersection of the newly re-located intersection of Table Rock Road and Rogue Valley Highway. Table Rock Road, southbound, has been constructed to intersect Rogue Valley Highway within the limits of the Birch Street right-of-way. Table Rock Road is a major arterial. The existing intersection with Rogue Valley Highway is in an area of extreme hazard. Traffic entering Rogue Valley Highway is now controlled by stop signs. Intersection is also at the Medco Road intersection with Rogue Valley Highway. Medco Road is controlled by signals. These are contributing factors to major delays and conflicts, and an excessive number of rear-end and right angle accidents.

Modification of Rogue Valley Highway and Crater Lake Highway signals will eliminate the conflict now occurring between northbound traffic and Crater Lake traffic turning north.

Channelization for left turn refuge storage lanes at Medco Road and at Birch Street will eliminate the congestion caused by turning vehicles.

EXISTING ENVIRONMENTAL SETTING

This section of highway lies within the City of Medford and is a segment of the main north-south State designated route. North and south of this project are commercial developments fronting on Rogue Valley Highway. Table Rock Road to the east is a main arterial serving Jackson County residents and businesses between Medford and White City. To the west are several un-improved streets intersecting with Rogue Valley Highway. Some businesses along with several older residences are located in this area which generate very low traffic volumes.

DISCUSSION OF ENVIRONMENTAL IMPACTS

All property adjacent to this project is in commercial use. Roadside property in this section is zoned for commercial use and commercial development in the future. The present right-of-way width along Rogue Valley Highway will accommodate the proposed improvement without additional right-of-way. No property will be severely impaired, and all existing property will be served with adequate access points. No persons will be displaced and no buildings will require relocation.

Signalization at the new relocated intersection of Table Rock Road and Rogue Valley Highway will require that Birch Street to the west be closed to access. Birch Street to the west is one block in length. A petition, signed by 100% of the abutting property owners for the vacation of Birch Street has been received. The City Council is expected to approve the vacation at its next meeting.

There are no natural trees or shrubs or any landscaped areas that will be affected by the construction.

The completed project will be beneficial to the City and to the general motoring public by elimination of congested and hazardous conditions along this section of Rogue Valley Highway.

A minimal amount of inconvenience to the road users will occur during construction. The existing streets will remain in service.

No additional noise levels will be introduced by the project.

There are no recreational lands in the area to be affected.

There will be no additional air or water pollution occurring as a result of the project.

BASIS FOR NEGATIVE DECLARATION

The proposed project is an important element of the City of Medford arterial street plan. It will reduce congestion and improve safety to both vehicular and pedestrian traffic. The detrimental impact, if any, to the local environment will be negligible.

Very truly yours,

R. D. Kortt
City Traffic Engineer

RDK:pt

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300, Salem OR 97308

DATE: January 7, 1974

In reply refer to: 10-41-EC2/727
XRef: T-5019(5)
T-5028(3)

SUBJECT: Airport Highway Clearances

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

NOTED
A. E. JOHNSON

Attached are fully signed copies of the sketch maps indicating concurrence in a finding in the public interest with regard to the construction of the Salem and Medford TOPICS projects located within 2 miles of their respective airports.

Copies of these have been forwarded to the Federal Aviation Administration in Seattle, and we will advise you of any comments they may generate.

G. L. Green

Enclosures
Sketch maps (Medford and Salem)

NOTED
E. S. HUNTER

cc Young
Woelfe
Shirley
1-11-74

RECEIVED
STATE HWY ENGR
JAN 9'74
REFER TO
Hunter
FOR
Info | Inves | R/D | C/R | Sign | Let | ...

NOTED
R. D. ASBURRY

RECEIVED
JAN 11 1974
OFFICE ENGINEERING SECTION

RECEIVED
JAN 10 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
R. N. CHASE

SKETCH MAP - Supporting findings of Public Interest at indicated airport.

In compliance with Section 318, Title 23, U.S.C. we concur that the location of this airport and the proposed project are within the Public Interest.

Airport Elevation 1330 Highway Elevation 1340

Paul E. Burket 12-31-73

Airport Official Date

J N Wuetig 12-27-73

Oregon State Highway Official Date

Federal Highway Official Date

SKETCH MAP - Supporting findings of Public Interest at indicated airport.

In compliance with Section 518, Title 23, U.S.C. we concur that the location of this airport and the proposed project are within the Public Interest.

Airport Elevation 1330 Highway Elevation 1340

R. L. Rudat 6-31-73

TRANSACTION NUMBER 12-33

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 12-11-73

BY (Signature): MR. YOUNG'S LETTER OF NOVEMBER 27, 19

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 85 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
85	T-5019(5)	0.0	45,000	35,160	BIRCH AVENUE-CRATER LAKE HIGHWAY (MEDFORD) JACKSON COUNTY	PRELIMINARY ENGINEERING, TRAFFI SIGNALS, ILLUMINATI CHANNELIZATION.

RECEIVED
STATE HWY ENGR
DEC 13 73
REFER TO
FOR
Info | Inves | R/D | D/R | Surv | Act | File

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

12-14-73
original to
E.N. Young

NOTED
E. S. HUNTER

RECEIVED
DEC 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 12-11-73	SIGNATURE AND TITLE for G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-69(

12-11-73

8094

8096

November 27, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Program Data Submission
Project No. T-5019(5)

We are submitting program data for one TOPICS project, Item No. 85, Project No. T-5019(5), "Birch Ave.-Crater Lake Highway (Medford) Section", which we desire to have included in the Federal-aid TOPICS Highway Program.

The project program contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain location/design approval for the project.

We will request further authorization to proceed with preliminary engineering for PS & E preparation as soon as location/design approval is granted.

The project is exempt from State Clearinghouse and District 8 Clearinghouse review and comments under working agreements dated April 28, 1970 and December 1, 1970, respectively.

A public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

An environmental statement will be submitted in compliance with the requirements of PPM 90-1.

Enc.

JG:js

MONTHLY TRANSACTION NO. 12-33

DATE SUBMITTED TO W.O. DEC 11 1973

FORM PR-1 (REV. 4-81) 11-27-73

Budget Bureau No. 41-R2067; A

U.S. D

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER: 1 (19) (20) — PROJECT LOCATION (45 typewriter spaces): SR 99 at Jct. SR 62, NW 0.23 mi. (Medford) 21 65

ADT — PRESENT: 18,400 — FUTURE: 27,050 (66) — YEAR: 93 (70) (71) (72)

REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): P.E., Traf. Signals, Illum., Channel. 20 42 — NATL. FOREST (63) (65) — FR ROUTE NO. (66) (68) — MPO AREA (69) — DA CLASSIF. (70) — DA AREA (71) (72)

EMERG. YR. B-3 (72) (73) — PL. AUTH YR (74) (75)

PROJECT NUMBER — PREFIX LETTER(S): T- (14) 23 — NUMBER: 5019 7

CARD 4 — CLASS OF FEDERAL FUNDS: TOPICS

NAME OF URBAN AREA: Medford 17-31

COUNTY NAME: Jackson — CODE: 029 (14) (16)

ROUTE NO. P — FEDERAL-AID: 3 (32) — STATE: 63 (36) (37) — U.S.: --- (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1418)	(18)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5	10			1	PE	3	SR 99 at Jct. SR 62, NW 0.23 mi. (Medford)	0.0	5,000	3,900	550	550 (City)
5					ROW							
5	30			3	CONST (CODE) Y031	3	"Birch Ave.-Crater Lake Hwy. (Medford) Sec."	0.0	40,000	31,260	4,370	4,370 (City)
							PROJECT TOTALS	0.0	45,000	35,160	4,920	4,920 (City)

RECEIVED
COUNTY & CITY SECTION
DEC 13 1973
☐ ENGR. ☑ COOR. ☐ SE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CARD 1 — CODE 1 — PREPARED BY

1 — 14 — PROGRAM APPROVAL DATES

DEC 11 1973

FHWA OREGON DIVISION

(16) (23) (24) (33) REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

12-33

DEC 11 1973

FORM PR-1 (REV. 4-61)

11-27-73

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
99 at Jct. SR 62, NW 0.23 mi. (Medford)	ADT	18,400	27,050	93	10	Oregon	35	077	85

WORK (35 typewriter)	NATL. FOREST	FA ROUTE NO.	SUFX	DA CLASIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
als, Illum., Channel.						B-3		T-	5019	(5)		

TOPICS

Medford

COUNTY NAME: Jackson — CODE 029

ROUTE NO. P — FEDERAL-AID 3 — STATE 63 — U.S. --

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E	3	SR 99 at Jct. SR 62, NW 0.23 mi. (Medford)	0.0	5,000	3,900	550	550 (City)	P.E. All phases; Install traffic signals, illumination and const. channelization.
ROW								
CONST (code) 031	3	"Birch Ave.-Crater Lake Hwy. (Medford) Sec."	0.0	40,000	31,260	4,370	4,370 (City)	ROW - 80' normal; Access control - none; Parking restrictions-none.
		PROJECT TOTALS	0.0	45,000	35,160	4,920	4,920 (City)	

RECEIVED
COUNTY & CITY SECTION
DEC 13 1973
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

APPROVAL DATES

1973

ON DIVISION

REMARKS

-over-

USCOMM DUSCOMM-DC 44905-P61

BIRCH AVE.-CRATER LAKE HWY. (MEDFORD) SECTION

PROJECT NO. T-5019(5)

Existing Facilities:

SR 99 (Rogue Valley (Hwy.) — 36' AC pavement, 2-lane facility.
Birch St. -- 48' curbed section, AC pavement, 3-lane facility.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.
2. Rogue Valley Hwy. at Birch St.: Install 3-phase traffic control signals. Construct left-turn lane on Rogue Valley Hwy. Install illumination as required.
3. Rogue Valley Hwy. at east to north connection from Crater Lake Hwy. (SR 62): Install traffic control signals for control of northbound traffic.
4. Rogue Valley Hwy. at Medco access: Construct left-turn lane on Rogue Valley Hwy.

Additional Right-of-Way: None required.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

System Action: None required.

Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved. NOTE: Medford Municipal Airport lies approximately 1.4 miles northeast of the project. The runways are oriented such that the proposed work will not cause any conflict.

PPM 90-1 Requirements: Environmental statement will be submitted in compliance with the requirements of PPM 90-1.

A-95 Reviews: Exempt from State Clearinghouse and Distri
Clearinghouse under working agreements dated April 28, 19
December 1, 1970, respectively.

Public Hearings: None required under provisions of parag
PPM 20-8.

Maintenance of Traffic Operations Improvements: A state-
agreement covering maintenance obligations will be prepar
comply with paragraph 9 of PPM 21-18.

Data for PR-37:

a. Preliminary Engineering:

Field Work	$3,000
PS & E prep.	2,000
Total	$5,000

b. 100% of project is on FA Primary System.

NOTE: The project is in Congressional District No. 4.

BIRCH AVE.-CRATER LAKE HWY. (MEDFORD) SECTION

PROJECT NO. T-5019(5)

Facilities:

99 (Rogue Valley (Hwy.) — 36' AC pavement, 2-lane
ility.
rch St. -- 48' curbed section, AC pavement, 3-lane
ility.

Data: The proposed work is as follows:

All phases of preliminary engineering.
Rogue Valley Hwy. at Birch St.: Install 3-phase traffic control signals. Construct left-turn lane on Rogue Valley Hwy. Install illumination as required.
Rogue Valley Hwy. at east to north connection from Crater Lake Hwy. (SR 62): Install traffic control signals for control of northbound traffic.
Rogue Valley Hwy. at Medco access: Construct left-turn lane on Rogue Valley Hwy.

onal Right-of-Way: None required.

tion Assistance Payments: None involved as additional of-way is not required.

Action: None required.

ads, Airports, Water Developments, Historical and tional Areas: None involved. NOTE: Medford Municipal t lies approximately 1.4 miles northeast of the project. nways are oriented such that the proposed work will not any conflict.

0-1 Requirements: Environmental statement will be sub- d in compliance with the requirements of PPM 90-1.

A-95 Reviews: Exempt from State Clearinghouse and District 8 Clearinghouse under working agreements dated April 28, 1970 and December 1, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Maintenance of Traffic Operations Improvements: A state-city agreement covering maintenance obligations will be prepared to comply with paragraph 9 of PPM 21-18.

Data for PR-37:

a. Preliminary Engineering:

Field Work	$3,000
PS & E prep.	2,000
Total	$5,000

b. 100% of project is on FA Primary System.

NOTE: The project is in Congressional District No. 4.

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMING

DATE: November 20, 1973

CITY: MEDFORD SECTION: Birch Ave-Crater Lake Hwy., Rogue Valley Hwy.

PROPOSED WORK: Traffic signals, channelization & illumination

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	40,000	31,260	4,370	4,370	
P.E.	5,000	3,908	546	546	
		FIELD 3,000		P.S.& E. Preparation	2,000

EXISTING FACILITIES:

Rogue Valley Hwy.: 2-lane, 36-foot AC pavement.

Birch Street: 3-lane, 48-foot AC pavement, curbed.

PROJECT DATA: Install traffic signals on the Rogue Valley Hwy. at Birch Street and on the northbound connection of the Crater Lake Hwy. to the Rogue Valley Hwy.

Install intersection illumination.

Install left-turn refuges on the Rogue Valley Hwy. at Birch Street and at the Medford Corporation driveway.

ENVIRONMENTAL IMPACT - A negative declaration will be prepared.
PROJECT NO.: T-5019( )
ADDITIONAL RIGHT OF WAY: None required
SYSTEM ACTION: None required
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None
ROUTE DATA: Rogue Valley Hwy. - FAP 3
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 8 CLEARINGHOUSE APPROVAL: Exempted Dec. 1, 1970
HEARING: None required
ACCESS CONTROL: None
PARKING RESTRICTIONS: None

ADT: 1973 - 18,400
1993 - 27,050

7/6/71

RICHARD BLADORN

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

Richard Bladorn
Urban Program Engineer
County and City Section

8096

November 20, 1973

City of Medford
City Hall
Medford, Oregon 97501

Attention: Mrs. Edith Updike
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 4845

Gentlemen:

Attached for your records is a fully executed copy of a TOPICS agreement concerning construction of the Birch Street-Crater Lake Highway Section of the Rogue Valley Highway in Jackson County.

We have retained a fully executed copy of this TOPICS agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Attachment

bc H. S. Cox

Form 734-30-331—1-67

OREGON STATE HIGHWAY DEPARTMENT

T

AUTHORITY FOR SURVEY

Section Birch Avenue-Crater Lake Highway (MEDFORD) Date October 17, 1973

Highway Rogue Valley (FAP 3) Authorization No. 1

County Jackson Survey Prefix 15-0607 (Assigned by Salem office)

Description of termini, route, length, etc.:

The northerly terminus is located on the Rogue Valley Highway at M.P. 5.19 approximately 500 feet northerly of the relocated Table Rock Road intersection (Birch Street). The southerly terminus is at the Crater Lake Highway Interchange at M.P. 5.53. The length of project is 0.34 mile.

Purpose of survey: Prepare plans for traffic signals, channelization and illumination on Rogue Valley Highway at Birch Street and left-turn refuge for northbound traffic turning into Medford Corporation driveway.

Estimate of cost:

Field (901)	$2,000
Utility (914)	300
Plans (905)	500
Traffic (911)	700
Specs (921)	500

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COUNTY & CITY SECTION
JAN 2 1974
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

INSTRUCTIONS

Submit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey 4,000

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

/s/ Earl Purdy
Field Engineer

Recommended for Approval:

J. X. Wilson
Division Engineer

Recommended for Approval:

Construction Engineer

Location xxxxx

Approved:

State Highway Engineer

Ass't

State Printing 241

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON

September 21, 1973

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

In response to your letter of September 17, 1973 regarding the question of capacity on the relocated Table Rock Road section to Oregon 99, a TOPICS signalization and channelization project, we agree that a two lane, two-way facility would not be adequate in 1985. This section under construction is a four lane facility. There will be two lanes opened to southbound traffic as soon as traffic signals are installed. One lane will be striped northbound until such time as an additional lane is required.

Construction plans and suggested phasing diagram forwarded earlier should indicate the approach for capacity analysis.

Very truly yours,

R. D. Kortt
City Traffic Engineer

RDK:pt

cc: L. E. George
J. H. Versteeg
George Thornton
Richard Bladorn
Tom Lowe, F.H.A.

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SEP 24 1973
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T

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD

MEDFORD, OREGON 97501

RECEIVED
COUNTY & CITY SECTION
SEP 24 1973
☐ ENGR. ☑ CSSR. ☐ DE ☐ AE ☑
☑ UPE ☐ CE ☐ RE ☐ RPE

September 21, 1973

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

ATTENTION: Mr. Richard Bladorn, Urban Program Engineer

Re: TOPICS Project Request, Rogue Valley Highway

Dear Richard:

We have received your letter of September 19, 1973 indicating that this TOPICS Project request has been approved by the State Transportation Commission.

As part of your letter was a summary sheet describing the approved project. We see included in the summary is the construction of a left-turn refuge for northbound traffic on Rogue Valley Highway turning into Medford Corporation's driveway; however, we do not find as part of this project request that the east to north connection from Crater Lake Highway to Oregon 99 northbound be signalized. On our TOPICS Project request, page 2A, paragraph 3, we had recommended that this movement be signalized.

We have had no indication prior to this from the Highway Division that this item would be deleted from the TOPICS Project request.

We are pointing this out for your information. It was our understanding that the Oregon State Highway Division had recommended earlier that this movement be signalized when the Table Rock Road signals were installed.

Very truly yours,

R. D. Kortt
City Traffic Engineer

RDK:pt

cc: Glen Clark

CC: L.E. GEORGE - ADD THE ABOVE TO THE PROJECT DESIGN.
B.

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD

MEDFORD, OREGON 97501

June 22, 1973

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

Enclosed please find two copies of a TOPICS project request for the installation of traffic signals at the re-located intersection of Table Rock Road and North Pacific Highway.

The City will open bids this summer on the Table Rock Road project. This project will construct the new Table Rock Road section to Oregon 99 west of the present intersection. The present intersection will continue to be the northbound Table Rock Road arterial. Southbound thru traffic to Oregon 99 must use the new re-located intersection.

Very truly yours,

R. D. Kortt
City Traffic Engineer

RDK:pt

Enclosure

R. Bladorn

FORM E-50 (REV. 10-65)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 18, 1973

To: MEMO TO FILE

SUBJECT: Relocated Table Rock Road
Rogue Valley Highway-Medford
TOPICS Project

Mr. Robert D. Kortt, Traffic Engineer, Medford, called this date and advised that the City was in agreement with the two lanes required by the capacity computations. As a matter of fact, they have plans calling for such a three lane cross section. Mr. Kortt will send a copy.

Mr. Kortt also agreed that a portion of Birch Street south of ORE99 would have to be blocked off or vacated to make this channelization plan function properly.

It was stated by the writer that we were processing their application and when tentative FHA approval is obtained an Authority for Survey will be requested, and field work will begin to produce a Preliminary Design.

GLEN L. CLARK
Regional Traffic Engineer

GLC/jw

cc L. E. George
Richard Bladorn
George Thornton

RECEIVED
COUNTY & CITY SECTION
SEP 20 1973
ENGR. COOR. CE AE UE
UPE CE RE RPE

R. Bladorn
T

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

September 17, 1973

Mr. Robert D. Kortt
City Traffic Engineer
City Hall
Medford, Oregon 97501

RECEIVED
COUNTY & CITY SECTION
SEP 19 1973
ENGR. COOR. OE AE UE
UPE CE RE RPE

Dear Mr. Kortt:

As a result of a question of capacity by the Salem office of the Federal Highway Administration, we instigated a Capacity Study of the Relocated Table Rock Road approach to ORE99 in conjunction with your application for a TOPICS Project for signalization and channelization.

As can be seen from the attached computations a two lane, two-way facility will not be adequate in 1985. It is suggested that this information be incorporated into the plans for the relocation of Table Rock Road.

By a copy of this letter, all interested parties are being supplied this same data.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

GLC/jw
attach.
cc L. E. George
J. H. Versteeg
George Thornton
Richard Bladorn
Tom Lowe FHA

FORM H-80

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
SEP 1 0 1973
ENGR. COOR. OE AE
UPE OP RE

DATE September 12, 1973

TO A. F. Shirley, Region 3 Engineer
Attention: Glen Clark

FROM William L. Cranford
Urban Studies Engineer

SUBJECT
Relocated Table Rock Road
Medford

Your recent telephone call asked for:

1. Capacity analysis of the relocated Table Rock Road-Rogue Valley Highway Intersection.

2. Projected volumes (1973) in the area if relocation is completed.

3. Projected 1985 and 1970 volumes.

4. Capacities for both a four-lane and two-lane relocated Table Rock Road.

Attached are four Intersection Capacity Analysis Sheets and three maps. Map A, B and C show the results of the intersection capacity analysis.

Intersection Capacity Analysis Sheet #1 shows that the intersection would operate satisfactorily at level "A" in 1973 with one lane in each direction on relocated Table Rock Road. Map A shows this configuration and the resulting traffic to be anticipated.

Intersection Capacity Analysis Sheet #2 shows that by 1985, the intersection would operate at level "D" with one lane southbound. Sheet #3 shows that by 1993, the relocated Table Rock Road would operate at level "F" if only one lane is provided for southbound traffic.

Therefore, it appears that two lanes southbound should be constructed. Intersection Capacity Analysis Sheet #4 shows that with two southbound lanes, the system will operate at level "C" in 1993. (As operation is all right in 1993, no 1985 Intersection Capacity Analysis Sheet is needed). Map B shows the traffic in the area (and the capacities) that should result by 1985. Map C shows similar information for 19[illegible].

The above 1985 information is a result of the BCATS 8th Future Test System loading. This is the test system that was adopted as the 1985 Transportation Plan. This plan contains street proposals in and near the downtown area some of which seem unlikely to become a reality because of financial and environmental considerations. However, the Big 'Y' location is far enough away from these influences to be more reliable. The 1993 projections were "straight-lined" from 1985.

It may be noted that certain capacities change as shown on the 1973, 1985 and 1993 maps. This is because the green time at the intersection has been altered to accommodate the projected demands and the ability of each system (as a one or two-lane southbound re-located Table Rock Road) to handle the traffic.

WLC:ap
Attachments

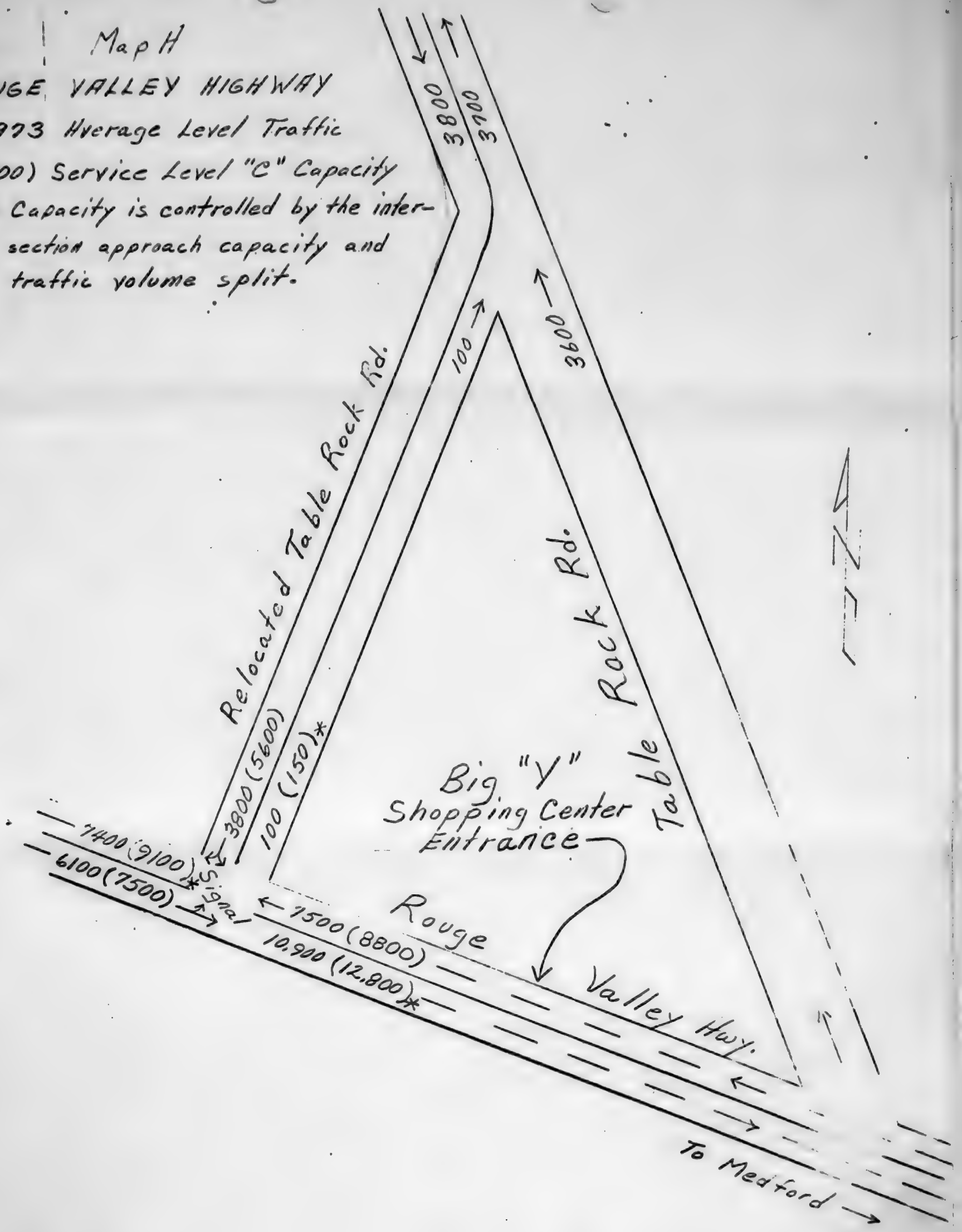
Map H

ROUGE VALLEY HIGHWAY

1973 Average Level Traffic

(0000) Service Level "C" Capacity

* Capacity is controlled by the intersection approach capacity and traffic volume split.



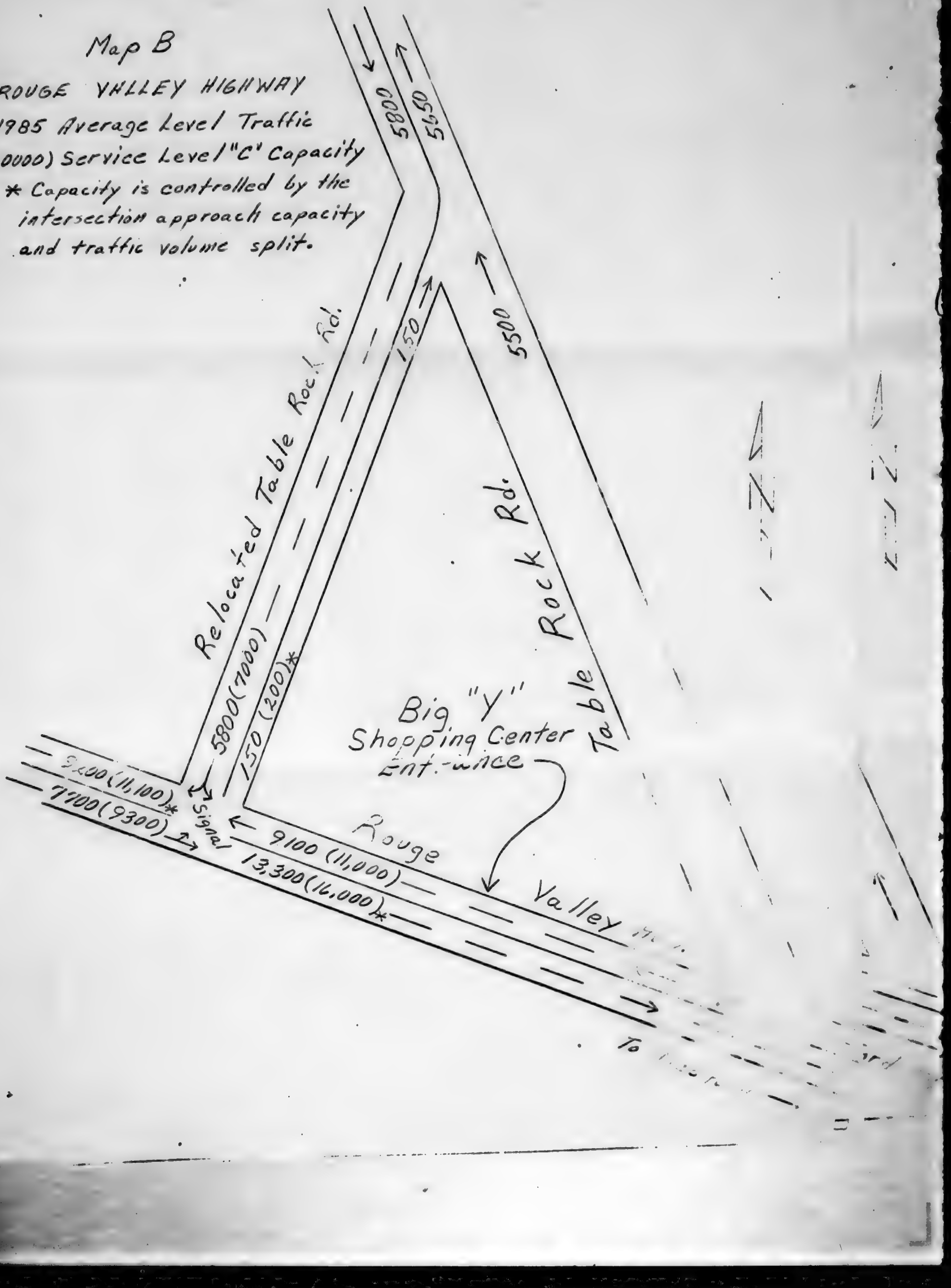
Map B

ROUGE VALLEY HIGHWAY

1985 Average Level Traffic

(0000) Service Level "C" Capacity

* Capacity is controlled by the intersection approach capacity and traffic volume split.



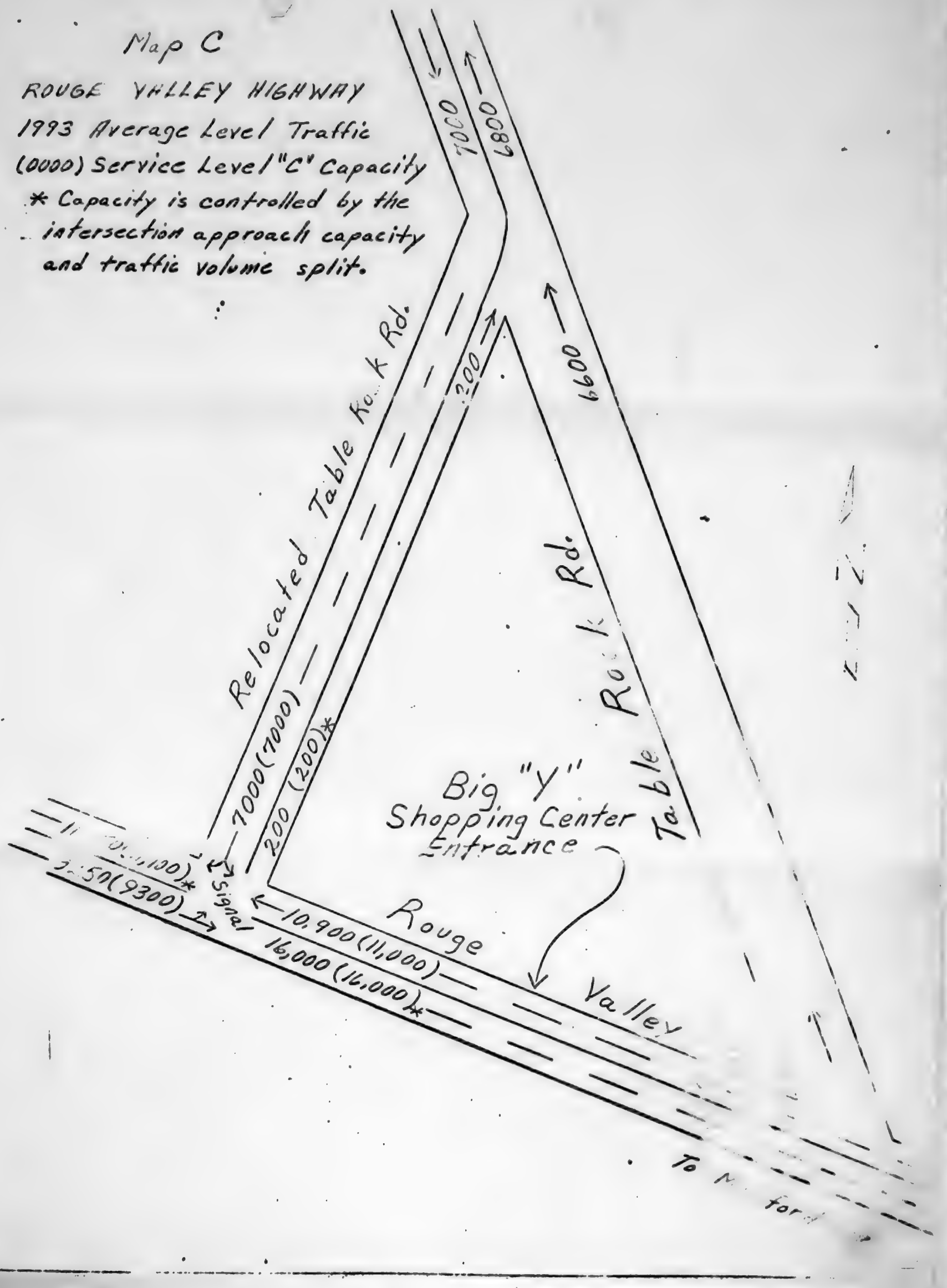
Map C

ROUGE VALLEY HIGHWAY

1993 Average Level Traffic

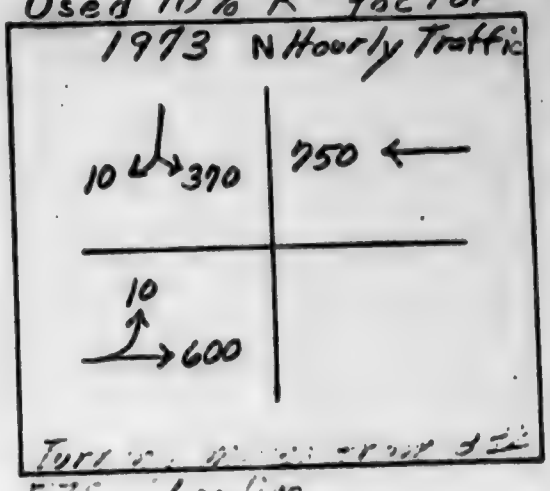
(0000) Service Level "C" Capacity

* Capacity is controlled by the intersection approach capacity and traffic volume split.



Used 10% "K" factor

1973 N Hourly Traffic



Turn lanes - none - see EIS Loading

OREGON STATE HIGHWAY DIVISION
PLANNING SECTION
INTERSECTION CAPACITY ANALYSIS

4 Sep. 19 73

PROJECT BCATS-Rouge Valley Hwy

INTERSECTION Rouge Valley Hwy & Table Rock Rd

CITY Medford

BASIC CONDITIONS:

METRO POPULATION _____ M.P. PHF 0.90

AREA (Circle One): CBD FRINGE (OBD) RESID. RURAL

	PHASE 1	PHASE 2	PHASE	PHASE
		one lane from the north		
AM	G/C=	G/C=	G/C=	G/C=
PM	G/C= 34%	G/C= 35%	G/C=	G/C=

SUMMARY

TOTAL G/C REQ'D.	LEVEL OF SERVICE
69%	A

APPROACH E T= 3 % R= 0 % L= 0 % BUS STOP _____

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D. G/C or V/C AM	REQ'D. G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †
1	E-W	24	4		34%	41%	880			750	

APPROACH W T= 3 % R= 0 % L= 2 % BUS STOP _____

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D. G/C or V/C AM	REQ'D. G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †
1	W-N,E	24	4		28%	% of E-W Capacity	750			710	

APPROACH N T= 3 % R= 98 % L= 2 % BUS STOP _____

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D. G/C or V/C AM	REQ'D. G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †
2	N-W,E	12	18B		35%	49%	560			380	

APPROACH _____ T= % R= % L= % BUS STOP _____

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D G/C or V/C AM	REQ'D G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †

*Does Pedestrian Timing Control? ... If "Yes", See Attached Sheet For Computations.

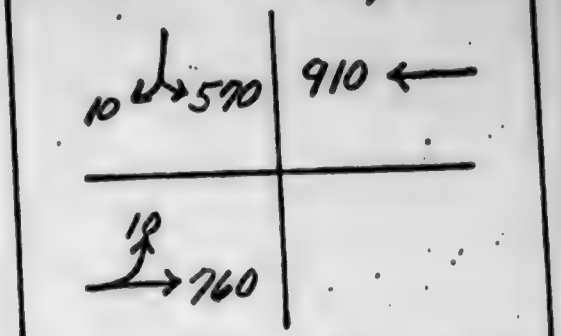
†Turn Lane Lengths – D_a, D_b; Trucks – T_a, T_b; Widened Approach Lengths – D_a, D_b, Etc.

By _____

Checked _____

Used 10% "K" factor

1985 N Hourly Traffic



from 8th FTS Loading

OREGON STATE HIGHWAY DIVISION
PLANNING SECTION
INTERSECTION CAPACITY ANALYSIS 2

4 Scp. 19 23

PROJECT BCATS-Rouge Valley Hwy

INTERSECTION Rouge Valley Hwy & Table Rock Rd

CITY Medford

BASIC CONDITIONS:

METRO POPULATION _____ V.P. Fact. 0.90

AREA (Circle One): CBD FRINGE (CBD) RESID. RURAL

	PHASE 1	PHASE 2	PHASE	PHASE
	← ← ↗ →	↓↔ one lane from the north		
AM	G/C=	G/C=	G/C=	G/C=
PM	G/C= 42 %	G/C= 51 %	G/C=	G/C=

SUMMARY

TOTAL G/C REQ'D.	LEVEL OF SERVICE
93%	D

APPROACH E T= 3 % R= 0 % L= 0 % BUS STOP _____

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D. G/C or V/C AM	REQ'D. G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †
1	E-W	24	4		42%	41%	880			910	

APPROACH W T= 3 % R= 0 % L= 2 % BUS STOP _____

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D. G/C or V/C AM	REQ'D. G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †
1	W-N,E	24	4		35 %	2% of E-W Capacity	750			770	

APPROACH N T= 3 % R= 98 % L= 2 % BUS STOP _____

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D. G/C or V/C AM	REQ'D. G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †
2	N-W,E	12	18B		51 %	49%	560			520	

APPROACH _____ T= % R= % L= % BUS STOP _____

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D G/C or V/C AM	REQ'D G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †

*Does Pedestrian Timing Control? — If "Yes", See Attached Sheet For Computations.

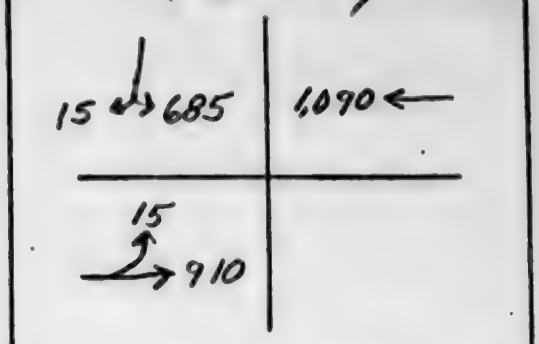
†Turn Lane Lengths – D_2, D_3; Trucks – T_2, T_3; Widened Approach Lengths – D_2, D_3, Etc.

By _____

Checked _____

Used 10% "K" factor

1993 N Hourly Traffic



1993 traffic w/o factored up from BCATS 82 FTS Loading.

OREGON STATE HIGHWAY DIVISION
PLANNING SECTION
INTERSECTION CAPACITY ANALYSIS 3

4 Sep., 19 73

PROJECT BCATS - Rouge Valley Hwy.

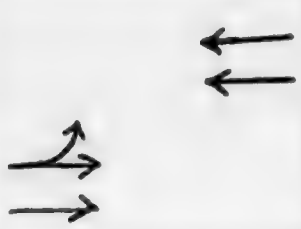
INTERSECTION Rouge Valley Hwy & Table Rock Rd

CITY Medford

BASIC CONDITIONS:

METRO POPULATION _____ M.P. PHF 0.90

AREA (Circle One): CBD FRINGE (OBD) RESID. RURAL

	PHASE 1	PHASE 2	PHASE	PHASE	SUMMARY TOTAL G/C REQ'D.	SUMMARY LEVEL OF SERVICE
		one lane from north				
AM	G/C=	G/C=	G/C=	G/C=		
PM	G/C= 50%	G/C= 62%	G/C=	G/C=	112%	F

APPROACH E T= 3 % R= 0 % L= 0 % BUS STOP _____

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D. G/C or V/C AM	REQ'D. G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †
1	E-W	24	4		50%	41%	880			1090	

APPROACH W T= 3 % R= 0 % L= 2 % BUS STOP _____

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D. G/C or V/C AM	REQ'D. G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †
1	W-N,E	24	4		43%	% of E-W capacity	750			925	

APPROACH N T= 3 % R= 98 % L= 2 % BUS STOP _____

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D. G/C or V/C AM	REQ'D. G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †
2	N-W,E	12	18B		52%	49%	560			700	

APPROACH _____ T= % R= % L= % BUS STOP _____

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D G/C or V/C AM	REQ'D G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †

*Does Pedestrian Timing Control? ... If "Yes", See Attached Sheet For Computations.

†Turn Lane Lengths – D_2, D_3 Trucks – T_2, T_3 Widened Approach Lengths – D_a, D_b, Etc.

By _____

Checked _____

OREGON STATE HIGHWAY DIVISION
PLANNING SECTION
INTERSECTION CAPACITY ANALYSIS 4

4 Sep. 19 73

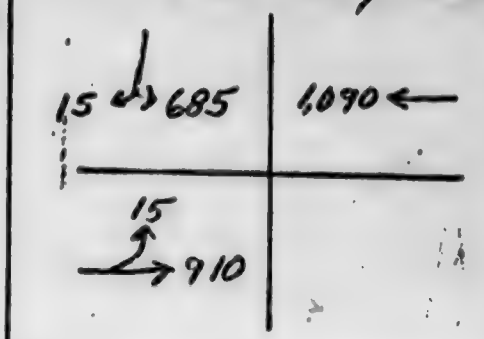
PROJECT BCATS - Rouge Valley Hwy.

INTERSECTION Rouge Valley Hwy & Ash Ave.

CITY Medford

Used 10% "K" factor

1993 N Hourly Traffic

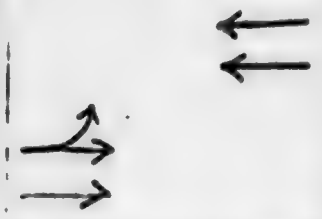


1993 traffic was factored up from BCATS 82 FTS Loading.

BASIC CONDITIONS:

METRO POPULATION _____ M.P. PHF 0.90

AREA (Circle One): CBD FRINGE (OBD) RESID. RURAL

	PHASE 1	PHASE 2	PHASE	PHASE	SUMMARY	
		two lanes from north			TOTAL G/C REQ'D.	LEVEL OF SERVICE
AM	G/C=	G/C=	G/C=	G/C=		
PM	G/C= 50 %	G/C= .40 %	G/C=	G/C=	90%	"C"

APPROACH E T= 3 % R= 0 % L= 0 % BUS STOP _____

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D. G/C or V/C AM	REQ'D. G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †
1	E-W	24	4		50%	50%	1100			1090	

APPROACH W T= 3 % R= 0 % L= 2 % BUS STOP _____

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D. G/C or V/C AM	REQ'D. G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †
1	W-N,E	24	4		43%	% of E-W Capacity	930			925	

APPROACH N T= 3 % R= 98 % L= 2 % BUS STOP _____

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D. G/C or V/C AM	REQ'D. G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †
2	N-W,E	24	18B		40%	40%	700			700	

APPROACH _____ T= % R= % L= % BUS STOP _____

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D G/C or V/C AM	REQ'D G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †

*Does Pedestrian Timing Control? ... If "Yes", See Attached Sheet For Computations.

†Turn Lane Lengths – D_2, D_3; Trucks – T_2, T_3; Widened Approach Lengths – D_2, D_3, Etc.

By _____

Checked _____

Dick Bladorn

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

Robert D. Kortt
Traffic Engineer
City Hall
Medford, OR 97501

September 13, 1973

Dear Mr. Kortt:

This will acknowledge your letter of September 10, 1973 concerning the City's requested TOPICS project at the relocated Table Rock Road and Rogue Valley Highway Intersection.

Your request for specific areas of non-conformance of the Enerco Signal Company specifications is being referred to our Salem office for direct response to your office.

Your letter will be made a part of our file, accompanying your application, so that the left turn refuge request is a part of the overall project request. The suggested phasing seems appropriate at this time.

Some capacity study is being made regarding the two-lane, two-way approach to ORE99, and when this is cleared up, we will proceed to process the application and obtain an Authority for Survey so that a design can be devised. We may wish to consider vacation of an existing street opposite this intersection but it is too early to tell at this time.

Very truly yours,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

GLC/cw

cc Robert E. Royer
L. E. George
J. H. Versteeg
Richard Bladorn ✓

RECEIVED
COUNTY & CITY SECTION
SEP 14 1973
☑ ENGR. ☐ CSUR. ☑ UE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☐ RPE ☐

File No._____
Rd. No._____ M.P._____
City of_____
Streets_____
Rural_____ Urban_____

Salem, Oregon

September 12, 1973

A. F. Shirley, Region 3 Engineer
Attention: Glen Clark

William L. Cranford
Urban Studies Engineer

Relocated Table Rock Road
Medford

Your recent telephone call asked for:

1. Capacity analysis of the relocated Table Rock Road-Rogue Valley Highway Intersection.

2. Projected volumes (1973) in the area if relocation is completed.

3. Projected 1985 and 1970 volumes.

4. Capacities for both a four-lane and two-lane relocated Table Rock Road.

Attached are four Intersection Capacity Analysis Sheets and three maps. Map A, B and C show the results of the intersection capacity analysis.

Intersection Capacity Analysis Sheet #1 shows that the intersection would operate satisfactorily at level "A" in 1973 with one lane in each direction on relocated Table Rock Road. Map A shows this configuration and the resulting traffic to be anticipated.

Intersection Capacity Analysis Sheet #2 shows that by 1985, the intersection would operate at level "D" with one lane southbound. Sheet #3 shows that by 1993, the relocated Table Rock Road would operate at level "F" if only one lane is provided for southbound traffic.

Therefore, it appears that two lanes southbound should be constructed. Intersection Capacity Analysis Sheet #4 shows that with two southbound lanes, the system will operate at level "C" in 1993. (As operation is all right in 1993, no 1985 Intersection Capacity Analysis Sheet is needed). Map B shows the traffic in the area (and the capacities) that should result by 1985. Map C shows similar information for 1993.

NOTED
W. H. TEBEAU

NOTED
ROBERT E. ROYER

ROBERT E BOARD
NOTED

The above 1985 information is a result of the BCATS 8th Future Test System loading. This is the test system that was adopted as the 1985 Transportation Plan. This plan contains street proposals in and near the downtown area some of which seem unlikely to become a reality because of financial and environmental considerations. However, the Big 'Y' location is far enough away from these influences to be more reliable. The 1993 projections were "straight-lined" from 1985.

It may be noted that certain capacities change as shown on the 1973, 1985 and 1993 maps. This is because the green time at the intersection has been altered to accommodate the projected demands and the ability of each system (as a one or two-lane southbound re-located Table Rock Road) to handle the traffic.

NOTED

WM. L. CRANFORD

WLC:ap

Attachments

OREGON STATE HIGHWAY DIVISION

AGENDA
SEP 19 1973
4Q

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 12, 1973

TO Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Proposed TOPICS Projects**

File Sec. of States
A. F. B.

There will be before you at the September 19 meeting requests for TOPICS projects from the Cities of Medford, Salem, and Woodburn. All three are for the installation of traffic signals, one intersection each in Medford and Woodburn and four intersections in Salem.

These projects have been investigated and are eligible for funding under the Federal-Aid TOPICS Program.

I recommend approval of these requests.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
R. L. Schroeder
H. S. Cox
L. E. George
V. E. Skoog
L. H. Young
Victor D. Wolfe
J. H. Versteeg
C. O. Fredrickson
A. Shirley, Jr.
Gary Sund
Bob Whipps

NOTED
C. W. HEAD

RHB:lat dpy

Copy

SUMMARY, TOPICS FUNDS
Fiscal Year 1970, 1971, 1972, and 1973 Projects

CITY	SECTION	PROGRAMED AMOUNT	STATE COST
MEDFORD	Birch Avenue-Crater Lake Highway Rogue Valley Highway Traffic signal, channelization, and illumination	$ 45,000	$ 5,000
SALEM	State Street @ 24th Street, 25th Street and Airport Road Broadway N.E. @ River Road N. Traffic signals and channelization	130,000	14,000
WOODBURN	Pacific Highway E. @ Young Street Traffic signal	35,000	11,000
	TOTALS	$210,000	$30,000

SUMMARY BY FISCAL YEAR (FEDERAL FUNDS)	1970, 71, & 72	1973	TOTAL
Allocated Funds (Federal)	$4,153,000	$870,000	$5,023,000
Approved Projects (corrected to date)	4,153,000	446,000	4,599,000
Balance	--	424,000	424,000
~~Proposed~~ New Projects: 9/19/73	--	132,000	132,000
Unprogramed Balance	--	$292,000	$ 292,000

Tab 73-d
9/5/73

CITY OF MEDFORD
Proposed TOPICS Project

Birch Avenue-Crater Lake Highway Section. Rogue Valley Highway (FAP 3).

Traffic signal, channelization, and illumination, $45,000.

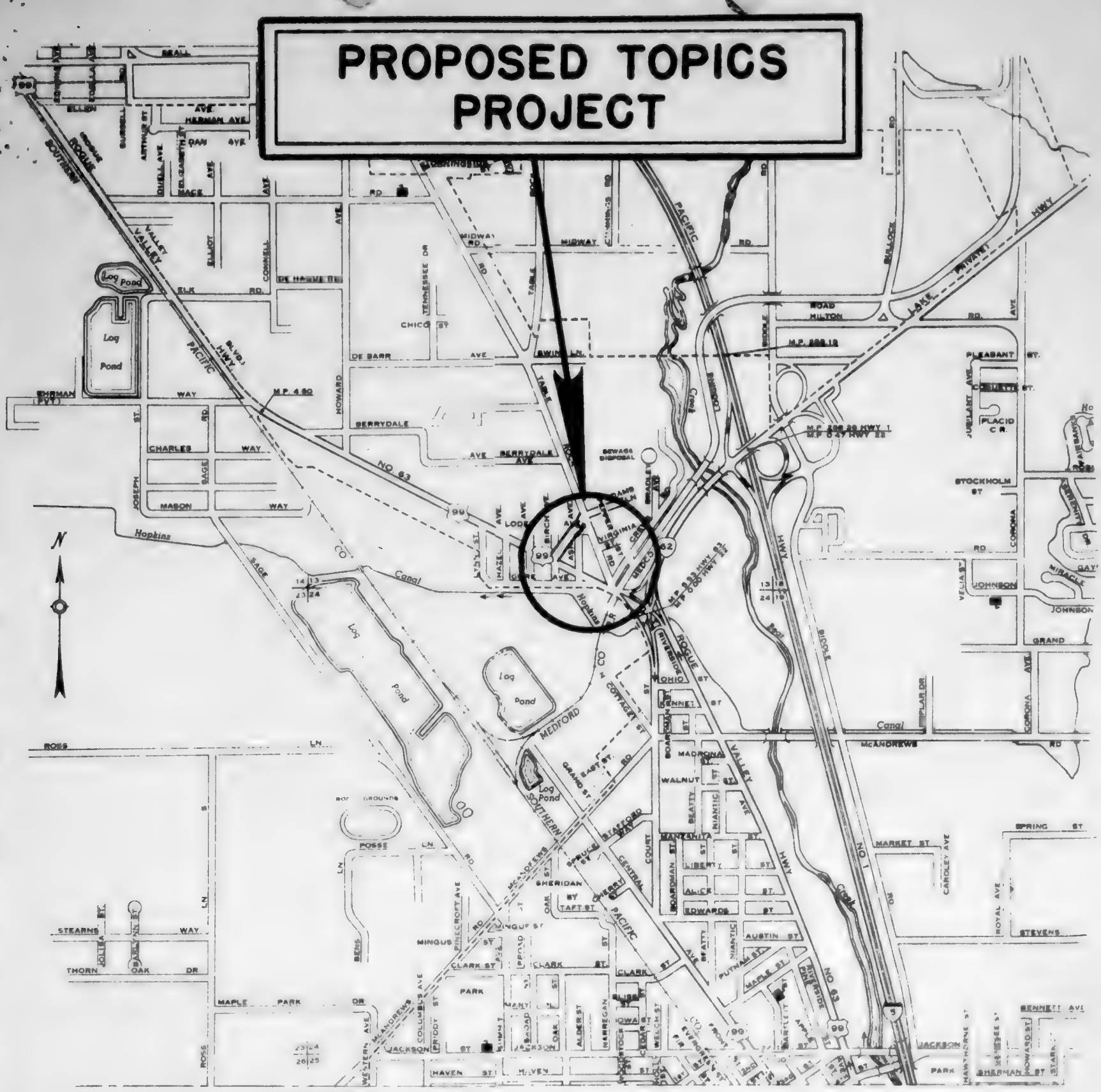
Install three-phase, full traffic-actuated traffic signal on Rogue Valley Highway at Birch Street.

Install intersection illumination on Rogue Valley Highway at Birch Street.

Construct left-turn refuge for northbound traffic on Rogue Valley Highway turning into Medford Corporation driveway.

A public hearing will not be required.

PROPOSED TOPICS PROJECT



MEDFORD

JACKSON COUNTY, OREGON

LEGEND

SIGNED ROUTES

T

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD

MEDFORD, OREGON

September 10, 1973

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

This letter is in reply to your letter of August 24, 1973.

In regard to our request that Enerco Signal Company specifications be used on the next TOPICS Project in Medford, we acknowledge your response that these specifications do not meet State Highway requirements. Please indicate what portion of the specifications is in non-conformance.

In regard to our recent TOPICS application for signalization at the intersection of the new re-located Table Rock Road and North Pacific Highway, please include the attached suggested phasing diagram to the project. As indicated, a left turn storage lane and signal phase for southbound traffic is suggested.

If there are additional data required, please advise.

Very truly yours,

R. D. Kortt
City Traffic Engineer

RDK:pt

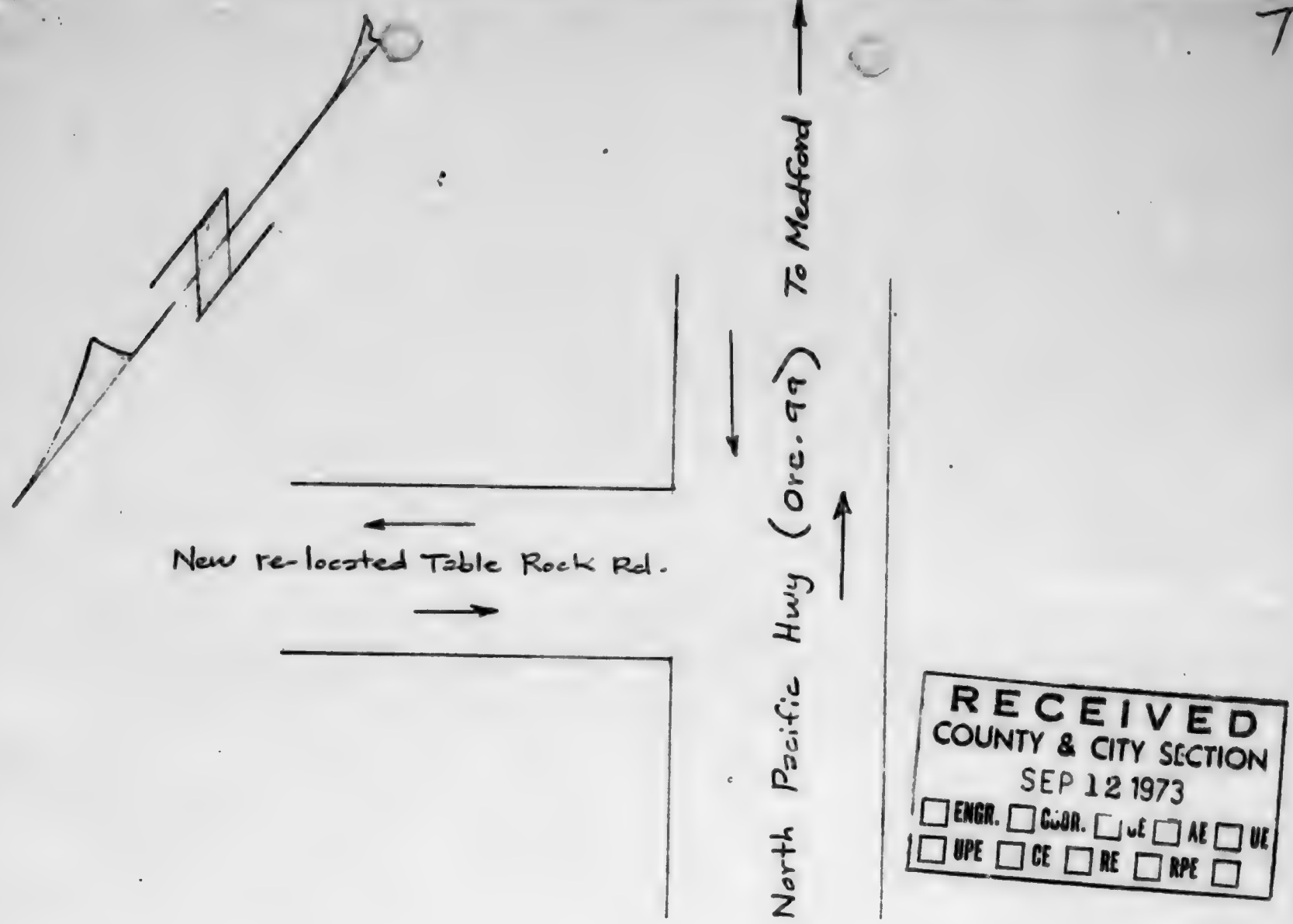
Enclosure

cc: W. S. Cox
George Thornton

RECEIVED
COUNTY & CITY SECTION
SEP 12 1973
ENGR. GEOM. GE AE UE
UPE CE RE RPE

CC: L.E. GEORGE W/ATT

T



RECEIVED
COUNTY & CITY SECTION
SEP 12 1973
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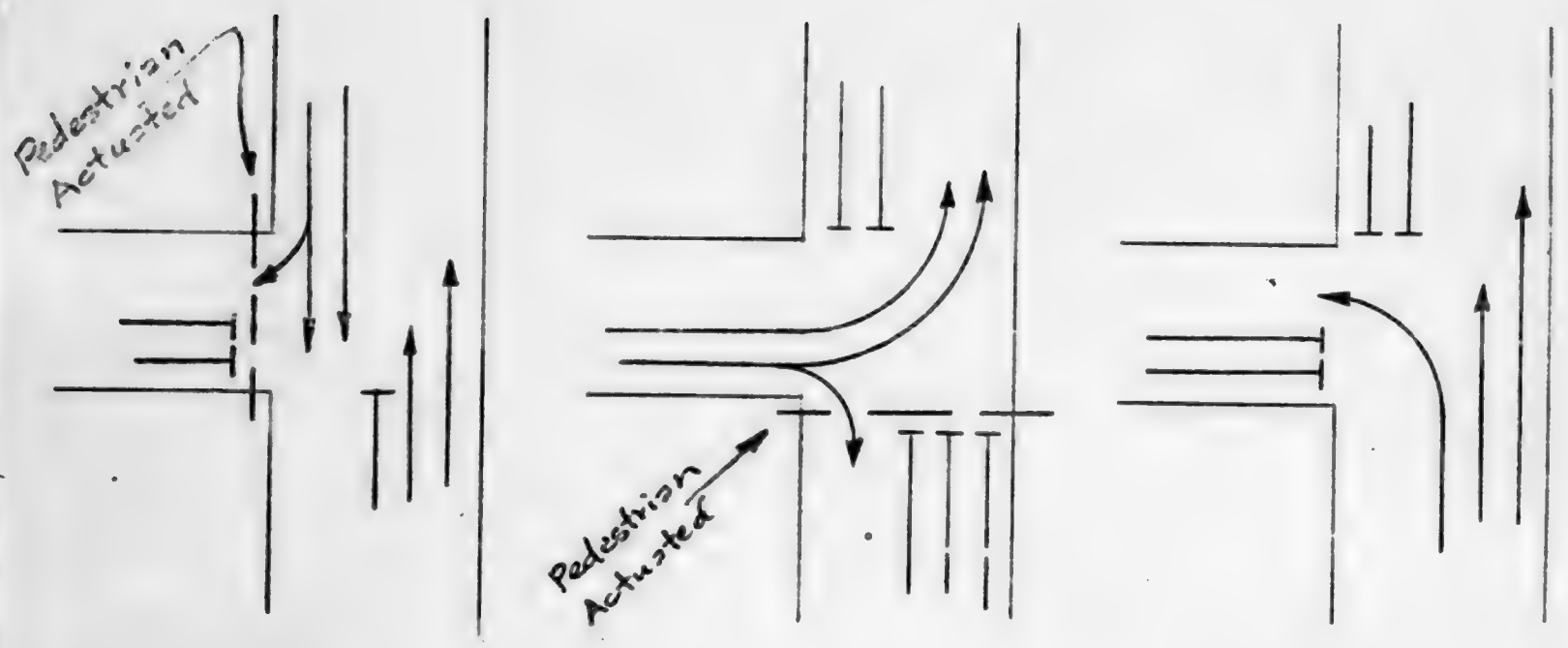
☐ UPE ☐ CE ☐ RE ☐ RPE ☐



ØA ØB ØC

Signalization Phasing Diagram
Intersection of Ore. 99 & New Table Rock Rd.
Medford, Ore. 9/10/73

J. H. Versteeg
In 13
Medford

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

Mr. R. D. Kortt
City Traffic Engineer
City Hall
Medford, Oregon 97501

August 24, 1973

Dear Mr. Kortt:

This will further acknowledge your letter of August 9, 1973, requesting that Enerco Signal Manufacturing Company specifications be used in the bidding plans for the forthcoming signalization project for ORE99 at the relocated Table Rock Road Intersection.

As you know, your request was forwarded to our Salem office for consideration. We have been advised that these specifications would not cover certain details which we require in our current specifications. For this reason, we cannot use the requested specifications.

Also, it has been brought to our attention that in your TOPICS application, no requirement for channelization was mentioned. Will you please augment your official request to include the necessary left turn refuge channelization so that Authority for Survey can be documented properly.

Very truly yours,

ALFRED SHIRLEY, Jr.
Regional Engineer

GLC/bjl

cc L. E. George
J. H. Versteeg
H. S. Cox
George Thornton

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 28 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OR 97310

DATE August 21, 1973

TO A. J. Shirley
Region III Engineer

FROM L. E. George
Traffic Engineer

SUBJECT Signal Specifications
ENERCO Signal Manufacturing Co.

Through a copy of your August 13 letter to Medford City Traffic Engineer Robert Kortt, you asked us to review specifications prepared by the Enerco Signal Manufacturing Company.

The specifications from the Enerco Signal Company do not contain enough information on which to base a decision. If the pre-emptive phases were deleted, the specifications would not be too much different from our standard specifications. However, there are certain requirements made by this office that may or may not be met by the Enerco Signal Company's equipment. It is therefore recommended that this equipment be subject to our specifications that will be a part of the contract.

RDT:pb

cc: Bob Judson

8/22/73
GLC - Pls advise Kort
Bob J

AUG 22 1973

RECEIVED
COUNTY & CITY SECTION
AUG 21 1973
☐ ENGR. ☑ COOR. ☐ CE ☒ AE ☐ TE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD

MEDFORD, OREGON 97501

August 9, 1973

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Re: Topics Project for Signalization of Table Rock Road and U.S. 99

Dear Mr. Shirley:

In regard to the Topics Project which is being initiated for the installation of new traffic signals at the relocated Table Rock Road intersection and North Pacific Highway, we wish to make the following recommendation:

Controller specifications are enclosed which we would recommend be included in the special provisions. These specifications are those of Enerco Signal Manufacturing Company.

Very truly yours,

R. D. Kortt
City Traffic Engineer

RDK:pt

Enclosure

Cy Cox T

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

July 2, 1973
Roseburg, Oregon

To: H. S. Cox
City-County Section
S A L E M

SUBJECT: City of Medford's Application
for a TOPICS Project
Rogue Valley Highway-Table Rock Road

During a meeting June 25, 1973, in the Region III office, Mr. Robert Kortt, Traffic Engineer, Medford, submitted the subject TOPICS application to the Highway Division.

This is a worthwhile project and one that is planned for in the Medford Areawide TOPICS Study. The application is for channelization and signalization of the relocated Table Rock Road and ORE99 in Medford. The attached plans show the City plans for relocating Table Rock Road, but this is not a part of the project requested.

When final design is considered, we would suggest some street vacation. The application also mentions Medco Private Haul Road signal and some other related problems. This office will field these miscellaneous items.

Please process this application with Region III's approval.

7-1-73
Comment to be obtained.

Glen L Clark

GLEN L. CLARK
Regional Traffic Engineer

GLC/jw
attach
cc L. E. George
George Thornton

7-15-73
Request of comments on
from Glen Clark.

RECEIVED
COUNTY & CITY SECTION
JUL 2 - 1973
ER COOR OE TE
UPE CE RE APPE

APPROVED
REG Manager ENGINEER
JUL 2 1973

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD

MEDFORD, OREGON 97501

June 22, 1973

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

Enclosed please find two copies of a TOPICS project request for the installation of traffic signals at the re-located intersection of Table Rock Road and North Pacific Highway.

The City will open bids this summer on the Table Rock Road project. This project will construct the new Table Rock Road section to Oregon 99 west of the present intersection. The present intersection will continue to be the northbound Table Rock Road arterial. Southbound thru traffic to Oregon 99 must use the new re-located intersection.

Very truly yours,

R. D. Kortt
City Traffic Engineer

RDK:pt

Enclosure

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date June 13, 1973

Name of City Medford
Major Street Name North Pacific Highway
Section Name Ore. 99 and Table Rock Road

Location of Project (Attach sketch map) Length Intersection Only
On Which System? Primary I X Primary II _____ or Secondary _____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? Yes Date PLAN approved: October 1972; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? _____ (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes
Explain Ore. 99 is a State Highway

General description of proposed project: Install a new traffic signal installation, including illumination, at the intersection of Ore. 99 and Table Rock Road. Also left turn refuge for northbound traffic into Medford Corp. driveway.
Also left turn Refuge on Ore. Hwy at First St.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: Intersection of Ore. 99 and Table Rock Road intersection will be the proposed new alignment of Table Rock Road (See attached sketch)

2. Type: a. Traffic Control _____
   1. Pretimed _____
   2. Traffic-actuated
      (a.) Full traffic-actuated X
      (b.) Semi-traffic-actuated _____
      (c.) Volume density-actuated _____
      (d.) Pedestrian actuated _____

   b. Flashing Beacon _____

Footnotes: Add "OCTICOM" fire pre-emption equipment to intersection equipment. New fire station is in operation near Berrydale and Table Rock Road. The City will be installing "OCTICOM" at other locations this summer.

T-1-69
(rev. 12-70)

c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two _____
   b. Three X
   c. Multiple _____

4. Is interconnection for coordination necessary? No Remarks: ___

If so, by cable or leased telephone line? _____

5. Type of Suspension:
   a. Mast Arm X
   b. Span Wire _____
   c. Signal Bridge _____

6. Paint Color Desired: Yellow pedestrian and vehicle heads black backgrounds, silver poles

7. Present Signalization: None

8. Other Remarks: See attached sheet (Page 2A)

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: Intersection illumination. Luminaires mounted on combination signal and lighting poles.

2. Type:
   a. Mercury Vapor _____
   b. Fluorescent _____
   c. High-pressure Sodium X
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II _____
   c. III X
   d. IV _____
   e. V _____

Footnotes: Continuous roadway lighting will be installed this summer on Table Rock Road from Ore. 99 to Merriman Road. Lighting will be high pressure sodium. Maintained lighting level will be 1.2 fc.

T-1-69
(rev. 12-70)

TOPICS PROJECT REQUEST

#8 SIGNALIZATION DATA

The Oregon 99 and Table Rock Road traffic signal project will be at the relocated intersection rather than at the existing one; therefore, this should eliminate the need for improvement of the existing intersection, the construction of Pepper Road or the cul-de-sac at the end of Crews Road. At Crews Road a "RIGHT TURN ONLY" sign will be installed beneath the stop sign.

The existing red flashers at Table Rock Road for southbound Table Rock Road traffic should be removed. The existing stop sign will be retained. A "RIGHT TURN ONLY" sign will be mounted underneath.

It is recommended that the east to north connection from Crater Lake Highway to Oregon 99 northbound be signalized and that a northbound left turn refuge be constructed at the Medford Corporation access driveway.

The distance northbound on Oregon 99 from the stop bar at Crater Lake Highway to the stop bar to the new proposed Table Rock Road intersection will be approximately 1,200 feet. Some type of interconnect should be considered for northbound traffic, although a large percentage of the northbound traffic will be turning north on the existing Table Rock Road which will still be utilized as a main arterial for northbound traffic on Table Rock Road. Since we are requesting a 3-phase signal control, an interconnect may cause more delay than not having the interconnection.

Not considered part of the TOPICS request but items which will directly affect this signal design is the Medco Haul Road signal at the Medco access and Oregon 99. We recommend that this signal installation be up-graded at the time the TOPICS project is completed and not as a part of the project. In the interest of traffic safety we recommend that internally illuminated signs be placed in advance of the crossing with the legend "BE PREPARED TO STOP ON FLASHING LIGHT" and that the flashing lights be turned off and only actuated on a failsafe device by an approaching log truck. We have noted that some unloaded log trucks are leaving the Medco yard tripping the detector and making a right turn southbound on Oregon 99. Medco has a sign posted for unloaded trucks making this turn to stay off the detector but this is ineffective. We would like to see the detector removed from the Medco yard. This would cut down on the delay for 99 traffic and should not be too restrictive to Medco since new signals at the relocated Table Rock Road intersection and at the east to north connection from Crater Lake Highway to Oregon 99 should provide gaps in the traffic flow.

Another consideration which will not be part of the TOPICS project but which has been discussed by the State earlier is to control egress and ingress from the Big Y Shopping Center along Oregon 99. At one time curbs were proposed by the State to restrict turning movements.

4. Luminaire Wattage:

a. 175		d. 700	
b. 250		e. 1000	
c. 400	X		

5. Luminaire Spacing: 4 units, one on each corner

6. Maintained Intensity: 2.4 fc.

7. Uniformity Ratio: 2:1 .

8. Proposed Mounting Height:

a. 30 ft.		c. 45 ft.	
b. 40 ft.	X	d. 50 ft.	

9. Pole Type:

a. Wood	
b. Steel	X
c. Aluminum	

10. Operating Voltage:

a. 120		c. 480	
b. 240	X	d. Series	

11. Type of Wiring:

a. Overhead	
b. Underground	X

12. Present Illumination: Some 6,000 lumen incandescent along Ore. 99. Units in area of new intersection will be removed by PP&L.

New sodium vapor luminaires to operate on 240 volts, un-metered service. Signal energy to be metered.

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: None required.

2. Desired Work: _____

3. Typical Cross Section: _____

4. Curbs? _____ If so, a. Type Desired: (Standard, monolithic, rolled, or special) _____
   b. Exposure _____ inches
   c. Width between curbs _____ ft.
   d. Desired curb radius _____ ft.

5. Surfacing: A.C._____ P.C.C. _____ Oil _____ Other _____

6. Present Typical Cross Section and Surfacing: _____

7. Traffic Control Signing:
   a. By City at City Expense? X
   b. By State at City Expense? _____
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   a. By City at City Expense? X
   b. By State at City Expense? _____
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length _____ ft.
   b. Width _____ ft.
   c. Type _____
   d. Location: None required.

Footnotes:

IV. STRUCTURE DATA:

1. Location: Not required on this project

2. Desired Work: _____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____

7. Is a particular type of structure and design desired? _____
Explain: _____

8. Can street be closed during construction? No

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? X

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____
Width _____ ft.
d. Shoulders: Type _____
Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____
(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? No

a. By City? _____

b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?

a. Water Mains: _____ Size: _____
Owner: _____

b. Sanitary Sewer Mains: _____ Size: _____
Owner: _____

c. Storm Sewer: _____ Size: _____
Owner: _____

d. Gas Mains: _____ Size: _____
Owner: _____

e. Power Lines: _____
Owner: _____

f. Telephone Lines: _____
Owner: _____

g. Other Utilities: _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
Explain: _____

17. Describe Existing Structure: _____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 80 ft.
   a. Maximum: _____ ft.
   b. Minimum: _____ ft.

2. Will additional right-of-way be needed? No Explain: _____

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: _____

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: _____

8. Are utilities on existing right-of-way by? Permit _____ or Franchise X (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner _____ _____, and dates between which water can be turned off:
   From _____ To _____ Location: _____

10. Are there any railroad crossings? No Location: _____

Footnotes:

a. Name of Railroad _____

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____

_____

_____

i. Are there to be stopping lanes for buses and trucks? _____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____

(1.) Does City wish State to prepare P.U.C. hearing data? _____

(2.) Will P.U.C. application be made by? State _____ City _____

(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____

_____

_____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 120,000
(Federal + State + City)
2. Estimated Cost of Requested Project $ 45,000
3. Date Match Money is Available: Currently available
4. Will there be any 100% City money? No
(Non-participation items)
5. Maximum Amount of 100% City Money: $ None

_____

Footnotes:

T-1-69
(rev. 12-70)

VII. GENERAL INFORMATION

1. **Areawide TOPICS Plan Status:** Final approval of the plan has been received from the Oregon Highway Division and the Federal Highway Administration.

2. **Existing Conditions Necessitating This Proposed TOPICS Project:** This is an intersection of two arterial streets. A signal warrant has been established as shown in the Area-Wide TOPICS Plan.

3. **This Project Would Accomplish the Following:** This project will satisfy a high priority traffic signal warrant. Project will also provide for more orderly movement of traffic at the intersection of State Highway 62 and Ore. 99 by signalizing the east to north movement.

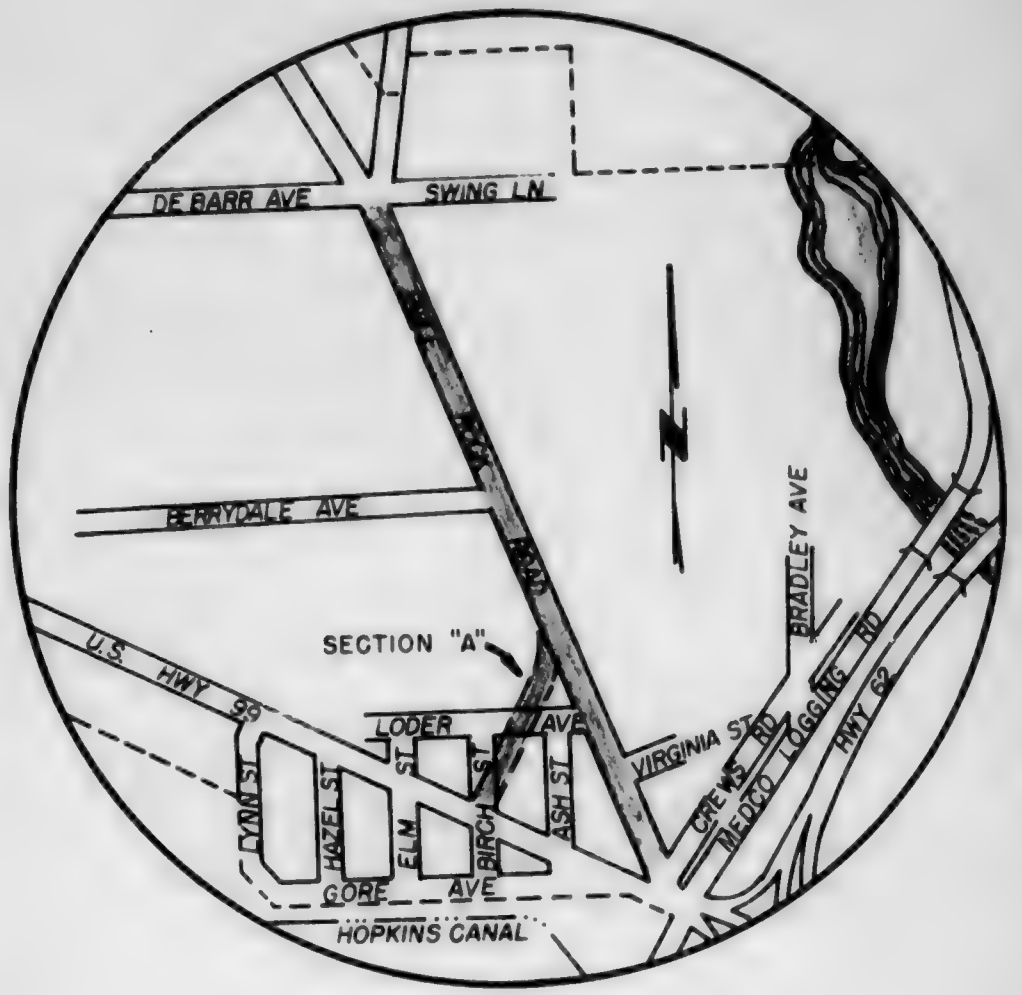
This application is not complete unless a sketch map showing the location of the project is attached.

The Medford City Council on the 21st day of June, 19 73, adopted Resolution No. 1716 or Ordinance No. _____, as the case may be, requesting this TOPICS project.

By Richard Stevens
Richard Stevens, City Manager

By _____

T-1-69
(rev. 12-70)



Vicinity Map

8097 Grants Pass Maintenance Building in Grants Pass 1975

8097

December 10, 1975

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On December 2, 1975, we wrote to you concerning release of final payment on Contract No. 8097 awarded to J. B. Steel, Inc., for construction of the Grants Pass Maintenance Building in Josephine County.

Final payment on this contract is $7,211.13 and the total contract amount is $144,222.50. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc J. B. Steel, Inc.
190 N. Ross Lane
Medford, OR 97501

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

8097

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem

November 26, 1975

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 8097, Work Completed July 3, 1975

Project Grants Pass Maint. Building

Highway ----, County Josephine

Type of Work Building Const.

Contractor J. B. Steel, Inc.

Recommended Acceptance Date November 28, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:md

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED
STATE HIGHWAY ENGINEER
DATE: 12-1-75

RECEIVED
STATE HWY ENGR
NOV 28 '75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Surety letter Written 12-1-75

8097

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: GRANTS PASS MAINTENANCE BUILDING		WEEK ENDING: NOVEMBER 22, 1975
HIGHWAY: N/A		SECTION PREFIX: 17-3408
		COUNTY: JOSEPHINE
NAME OF JOB: GRANTS PASS MAINTENANCE BUILDING	KIND OF WORK: STEEL BUILDING CONSTRUCTION	
CONTRACTOR: J.B. STEEL, INC.	CONTRACT NUMBER: 8097	FEDERAL AID PROJECT NUMBER: N/A
DATE OF CONTRACT: December 27, 1974	DATE WORK STARTED: FEBRUARY 6, 1975	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS (186)	CALENDAR DAYS USED (186)
PROJECT AUTHORIZATION: $159,151.97	SPECIFIED COMPLETION DATE: JUNE 30, 1975	PERCENT OF TIME ELAPSED (100.0%)
EXCLUSIVE OF ENGINEERING: $146,531.99	ENGINEERING AUTHORIZATION $12,619.98	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100.0%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $144,775.78	ENGINEERING COST TO DATE $16,346.93	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 101.2%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1.0%	THIS WEEK: 0.00	DATE PROJECT WAS COMPLETED: July 3, 1975
	PERCENT OF AUTHORIZATION 129.5%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	16	Rainy/Cool	0		
MONDAY	17	Prtly Cldy/Cool	0		
TUESDAY	18	Clear/Cool	0		
WEDNESDAY	19	Cldy/Windy/Cool	0		
THURSDAY	20	Prtly Cldy/Cool	0		
FRIDAY	21	Prtly Cldy/Mild	0		
SATURDAY	22	Cloudy	0		

Routing

Keasey — Richards
Bond — Glenn
Jackmond — Berg
Harwood
Johnsen
Walkel

RECEIVED
NOV 24 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 16	No activity by contractor all week.
MONDAY 17	
TUESDAY 18	
WEDNESDAY 19	
THURSDAY 20	Third Notification sent.
FRIDAY 21	
SATURDAY 22	

REMARKS

STATUS: PROJECT NOW COMPLETE.
THIRD NOTIFICATION SENT NOVEMBER 20, 1975.

NOTE: THIS IS THE FINAL WEEKLY REPORT.

SIGNED Keith L. Martin LOCATION Grants Pass, Oregon
KEITH L. MARTIN, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 13, 1975

FILE: CON 5 #8097

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Grants Pass Maintenance Building
Contract No. 8097
Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

J. B. Steel, Inc. requests a 3-day extension in this project completion, from the June 30 specified to the July 3 actual completion date. This is based on a Price Agreement added during the last half of the project (P.A. No. 4 in the amount of $2,936 and dated 4-8-75). This price agreement covered changes in the toilet partitions and required reordering of materials. Although not mentioned by the contractor, an earlier Price Agreement No. 3 in the amount of $1,302 is dated March 4 and covered several other modifications to the building.

In recommending this time extension, the Resident Engineer justifies it with a time-money comparison which would also be valid. We therefore concur in the Resident and Region recommendations to grant the extension. This is a State project. Liquidated damages accrued at the rate of $100 per day. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
AUG 13 1975
Office of
Assistant State Highway Engineer

8097

August 18, 1975

J. B. Steel, Inc.
190 N. Ross Lane
P.O. Box 689
Medford, OR 97501

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8097 for work on the Grants Pass Maintenance Building in Josephine County.

Careful consideration was given to the reason you submitted. In light of the available facts, an extension of three days is granted because of added work order, (Price Agreement No. 4, which required reordering of materials).

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: E. S. Hunter
H. S. Coulter
C. T. Keasey
V. E. Skoog
Dick Hacek
Bud Shirley
Bob Church

fr dpy

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date July 28, 19 75

Gentlemen:

We, the undersigned, respectfully request an increase in the completion date from 6/30/75 days to 7/3/75 days, within which to complete our Contract No. 8097, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Additional work authorized on price agreement #4 required extra time in man hours to complete. We bid this job with a specific crew in mind to do required work. The additional labor indicated in this extension did not justify adding to our crew (and bookwork) in order to accommodate this added work within the original time frame allowed. Further, this price agreement also added items (i.e. toilet partitions) that were ordered 101 days subsequent to the original contract and could not possibly be on the job site as early as we anticipated for the completion of this phase of work.

Respectfully submitted,

J. B. STEEL, INC.
Contractor

By John Batey

CONSENT OF SURETY

Date July 30, 19 75

We, UNITED PACIFIC INSURANCE COMPANY, Post Office Box 1788, Eugene, OR 97401, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Patricia L. Boyd
Attorney-in-fact

Louis L. Hatch
Resident Agent

(SEAL)

ORE. STATE HIGHWAY DIVISION
RESIDENT BRIDGE ENGINEER
RECEIVED
JUL 31 1975

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8097 Contractor J.B. Steel, Inc.

Highway

Section Grants Pass Maintenance Building

Kind of Work Steel Building Construction

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 3-day time extension of contract time due to added order, (Price Agreement No. 4 in the amount of $2,936, dated 4-8-75).

Recommended for Approval:

J. X. Wilson
Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No.	
Project designation	State Federal
Date awarded	
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

SP*0206-734

UNITED PACIFIC INSURANCE COMPANY

HOME OFFICE, TACOMA, WASHINGTON

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS, That the UNITED PACIFIC INSURANCE COMPANY, a corporation duly organized under the laws of the State of Washington, does hereby make, constitute and appoint

PATRICIA C. BOYD of MEDFORD, OREGON----------

its true and lawful Attorney-in-fact, to make execute, seal and deliver for and on its behalf, and as its act and deed

ANY AND ALL BONDS AND UNDERTAKINGS OF SURETYSHIP----------

and to bind the UNITED PACIFIC INSURANCE COMPANY thereby as fully and to the same extent as if such bonds and undertakings and other writings obligatory in the nature thereof were signed by an Executive Officer of the UNITED PACIFIC INSURANCE COMPANY and sealed and attested by one other of such officers, and hereby ratifies and confirms all that its said Attorney(s)-in-fact may do in pursuance hereof.

This Power of Attorney is granted under and by authority of Section 37A of the By-Laws of UNITED PACIFIC INSURANCE COMPANY which provisions are now in full force and effect, reading as follows:

SECTION 37A – ATTORNEYS-IN-FACT

SECTION 1. The Board of Directors, the President, or any Vice-President or Assistant Vice-President shall have power and authority to: (a) appoint Attorneys-in-fact and to authorize them to execute on behalf of the Company, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof, and (b) to remove any such Attorney-in-fact at any time and revoke the power and authority given to him.

SECTION 2. Attorneys-in-fact shall have power and authority, subject to the terms and limitations of the power of attorney issued to them, to execute and deliver on behalf of the Company, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof. The corporate seal is not necessary for the validity of any bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof.

This power of attorney is signed and sealed by facsimile under and by authority of the following Resolution adopted by the Board of Directors of UNITED PACIFIC INSURANCE COMPANY at a meeting held on the 26th day of October, 1971, at which a quorum was present, and said Resolution has not been amended or repealed:

> "Resolved, that the signatures of such directors and officers and the seal of the Company may be affixed to any such power of attorney or any certificate relating thereto by facsimile, and any such power of attorney or certificate bearing such facsimile signatures or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by facsimile signatures and facsimile seal shall be valid and binding upon the Company in the future with respect to any bond or undertaking to which it is attached."

IN WITNESS WHEREOF, the UNITED PACIFIC INSURANCE COMPANY has caused these presents to be signed by its Vice-President, and its corporate seal to be hereto affixed, this 27th day of June 19 74

UNITED PACIFIC INSURANCE COMPANY

SEAL

Morris E. Brown
Executive Vice-President

STATE OF Washington
COUNTY OF Pierce } ss

On this 27th day of June, 1974, personally appeared MORRIS E. BROWN
Executive
, to me known to be the Vice-President of the UNITED PACIFIC INSURANCE COMPANY, and acknowledged that he executed and attested the foregoing instrument and affixed the seal of said corporation thereto, and that Section 37A, Section 1 and 2 of the By-Laws of said Company and the Resolution, set forth therein, are still in full force.

My Commission Expires

January 15, 19 78

NOTARY PUBLIC

Bertha M. Bunogar
Notary Public in and for State of Washington

Residing at Tacoma

I, D. Keith Johnson, Assistant Secretary of the UNITED PACIFIC INSURANCE COMPANY, do hereby certify that the above and foregoing is a true and correct copy of a Power of Attorney executed by said UNITED PACIFIC INSURANCE COMPANY, which is still in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Company this 30th day of July 19 75.

SEAL

D. Keith Johnson
Assistant Secretary

WBDU-1431 ED.2-72

8077

FORM 81.734.3030

H S Coulter

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: Br. 16137

October 14, 1974
Salem, Oregon

NOTED
H. S. COULTER

FROM: ORIGINAL SIGNED R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

TO: Memorandum to the File

SUBJECT: Proposed Grants Pass Maintenance Bldg.
Agness Ave. Location
Facilities

Today I discussed certain aspects of the proposed Grants Pass Maintenance Building with Jim Gix by telephone as follows.

1. Consolidate warm bays and office in one end of the building in order to conserve heat. Arrangements should be as follows: Begin at one end of the building with the electrical crew bay, then the bridge crew bay, then the office and storage facilities, then maintenance warm bays with grease pit and then cold bays.

2. Heating - Oil-fired-forced-air or electric radiant heat are satisfactory with Jim. Use cheaper system.

3. Plug in for electric welder should be located in warm bay containing grease pit only.

4. Needs in grease pit - This item will be reviewed at meeting next Thursday.

5. Electrical service - This should be underground to the building.

6. Lights - Fluorescent is satisfactory. Interior mercury vapor units may be satisfactory provided they do not create a spotlight effect.

7. Have contractor build in the work bench only. Drawers and shelves will be installed by maintenance crews later.

8. Contractor should install the gas pump house, island, plumbing, electrical, et cetera. Maintenance crews will install the gas pumps.

9. The office and storage areas may be of block or frame construction providing they comply with fire code.

10. The waterline should be stubbed out from the building. Maintenance crews will connect to the existing pump later.

RECEIVED
OCT 15 1974
Office of
Assistant State Highway Engineer

lemorandum to t
ctober 14, 197
-2-

11. Jim Gix an
on Thursda
discuss th

12. Jim Gix wi
Bridge off

RWE/ag

cc H. S. Coult
D. H. Moehn
J. Gix
J. M. Tinda
G. J. Balla

11. Jim Gix and other maintenance personnel will be in the Salem office on Thursday, October 17 at 11 a.m. to review preliminary plans and discuss the project.

12. Jim Gix will provide fire zone and land use zone information to the Bridge office at the earliest possible date.

RWE/ag

cc H. S. Coulter
D. H. Moehring
J. Gix
J. M. Tindall
G. J. Ballard

8097

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: Br. 16137

ORIGINAL SIGNED
R.W. ELLISON

October 11, 1974
Salem, Oregon

FROM: R. W. Ellison
Bridge Administration Engineer

SUBJECT: Grants Pass Maintenance Bldg.
Design Schedule

TO: Mr. Alfred Shirley
Region 3 Engineer

Attention Jim Gix
Region Maintenance Engineer

NOTED
H. S. COULTER

Attached for your information is a schedule for design and processing of the Grants Pass Maintenance Building to the bid advertising stage.

Please note that the Region has some responsibilities shown on this schedule. These include review of preliminary plans; information regarding plot, plan, sewer, water, gas pumps, et cetera; and review of final building plans, mechanical plans and specifications.

Since this is a very tight schedule, all parties should complete their activities by the date indicated in order to achieve coordination and smooth flow of the project.

Please advise if you have problems with the dates shown.

RWE/ag
Attach.

cc H. S. Coulter w/attach.
D. H. Moehring w/attach.
G. J. Ballard w/attach.
J. M. Tindall w/attach.
C. G. Swenson w/attach.

RECEIVED
OCT 14 1974
Office of
Assistant State Highway Engineer

GRANTS PASS MAINT. BLDG
Design Schedule

ACTVITY	1974 Oct 10	Oct 20	Nov. 1	Nov. 10	Nov. 15	Nov 20	Nov. 28
Preliminary Plans							
Review Prelim. Plans Gix, etc							
Info. From Region (Plot plan, Sewer, water, pumps, etc)							
Prelim. Plan to Bldg. Code Div. (Informa)							
Final Bldg. Plans							
Review Final Bldg Plans (Gix, etc)							
Final Mech. Plans							
Mech & Bldg. Plan to Bldg code div. (informal)							
Mech & Bldg Plan to Gix for review							
Specifications							
P&S to Specs Section							
P&S to Gix for Review							
P&S to Bldg Code Div. (Formal)							
Print Plans & Specs							
Advertize for Bids							

9097 9-74 File: Br. 16137 J

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED
A. E. JOHNSON

Mr. Roy Norton
Public Works Director
City of Grants Pass
City Hall
4th and H Sts.
Grants Pass, OR 97526

Dear Roy:

Grants Pass Maintenance Bldg.
Agness Ave.

Your letter of September 23, 1974 regarding cost sharing for utilities to serve the area in which our proposed maintenance building is located sounds interesting.

If we are unable to install a well and/or septic tank, the alternate would be to connect to City facilities. In that case, we would definitely be interested in cost-sharing arrangements.

I have asked our Resident Engineer, Mr. Keith Martin, to contact you regarding this approach.

Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE/ag
cc H. S. Coulter
A. E. Johnson
D. Moehring
A. Shirley
K.Martin
G. J. Ballard
John Wood

RECEIVED
ST. HWY ENGR
SEP 27 74
REFER TO
FOR
Init. | Prelim. | R/D | D/R | Sign | Act | File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8097

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 5, 1974

FILE:

NOTED
H. S. COULTER

FROM: Original Signed By JOHN H. WOOD
John H. Wood
Bridge & Sign Maint. Engineer

SUBJECT: Grants Pass
Maintenance Building

TO:

Walter J. Hart
Bridge Engineer
HIGHWAY BUILDING

We have received approval to proceed with design of a metal maintenance building for Grants Pass.

Would you please schedule preparation of contract plans and specifications for this building into your work load.

JHW:mp
Attach.

cc: H. S. Coulter

RECEIVED
SEP 6 1974
Office of
Assistant State Highway Engineer

8097

Form 81.736.8030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 14, 1974

FROM: D. H. Moehring
Maintenance Engineer

SUBJECT: Grants Pass
Maintenance Building

TO:

H. S. Coulter
Asst. State Highway Engineer
HIGHWAY BUILDING

The Bridge Section has prepared preliminary plans for the Grants Pass Maintenance Building on the basis of three alternates. One design is for a standard block building 180' x 40' with an estimated cost of $216,000.

The second plan was on the basis of a metal building 180' x 40' fully insulated, with an estimated cost of $175,000.

The third alternate was for a 240' x 40' metal building with six of the 12 bays insulated. The estimate of cost for this building was $195,000.

The difference in the two metal buildings is that the 240' building has 20' wide bays, whereas the other metal building, as well as the block building, has 15' wide bays. The 240' building would have three insulated warm bays for the section crew plus three insulated warm bays for the bridge and electrical crews, with the remaining six bays being uninsulated for maintenance section truck storage.

The three plans have been reviewed by the Region and District Engineer and it is recommended that we construct the 240' x 40' metal building. It was felt that this larger building would provide the needed overhead clearance and would provide the covered storage needed for the present as well as the immediate future.

Since we do not have a metal section maintenance building, the construction of one would be a departure from past design; therefore, it should probably be discussed with Mr. Klaboe.

In my opinion, we should seriously consider erecting a metal building, and Grants Pass would be the most logical candidate for a trial. The climate there is relatively mild, and the average wind velocity is about the lowest in the United States. The metal building has my recommendation.

If you agree, will you please advise, and we will ask the Bridge Engineer to proceed to design the building for contract.

9-3-14 Dave. — Proceed w/ building design. — If prices are close we could even have alternate bids. — HSC

RECEIVED
AUG 15 1974
Office of
Assistant State Highway Engineer

DHM:mp

8097

FORM 81.736.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

July 15, 1974

Salem, Oregon

FILE:

NOTED
H. S. COULTER

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. David H. Moehring
Maintenance Engineer

SUBJECT:

Preliminary Floor Plans
Grants Pass Maintenance Building

Attached is a print of the preliminary floor plan for the proposed Grants Pass maintenance building.

Proposed plan calls for a 12-bay facility. The type of construction is similar to the Arlington maintenance station except for the number of bays. Estimated cost including the gas pump buildings is $216,000.

This print is being sent to you for your review and approval. We will delay proceeding with design until we receive your comments.

WJH/ag
Attach.

cc H. S. Coulter w/attach.
A. Shirley w/attach.

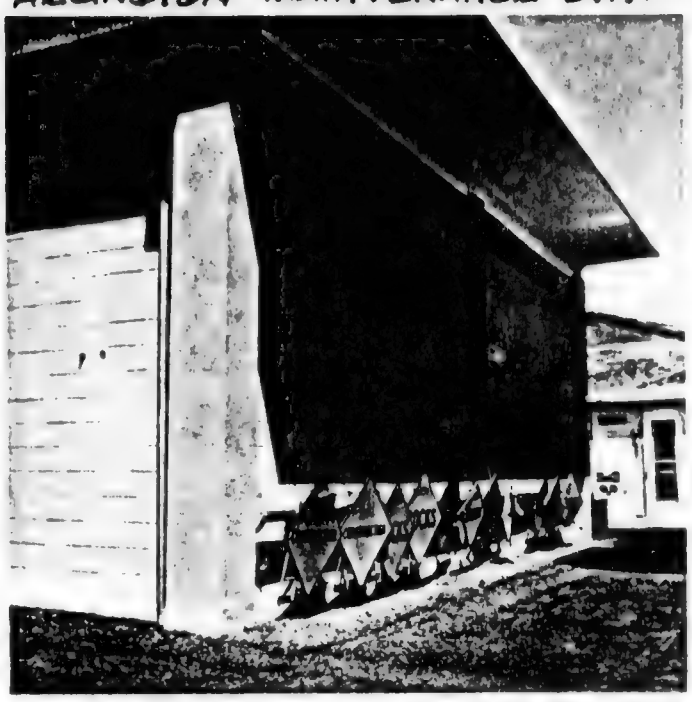
RECEIVED
JUL 15 1974
Office of
Assistant State Highway Engineer

ARLINGTON MAINTENANCE STN.

S. W. CORNER VIEW

ARLINGTON MAINTENANCE STN.

ARLINGTON MAINTENANCE STN.



ARLINGTON MAINTENANCE STN.

S. E. ELEV.

8098 Jessie M. Honeyman St. Pk. 1975
3 mi. S. of Florence
(Utility building)

43

8098

November 10, 1975

Safeco Insurance Co.
1500 SW First Ave.
Portland, OR 97201

Gentlemen:

On November 7, 1975, we wrote to you concerning release of final payment on Contract No. 8098 awarded to Ross Bros. Construction, Inc. for work in Jessie M. Honeyman State Park in Lane County.

Final payment on this contract is $1,600.00 and the total contract amount is $86,607.88 including $447.73 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacak
A. Shirley

8098

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem

November 4, 1975

FILE:

FROM: R. D. Church for C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 8098, Work Completed May 31, 1975

Project Jessie M. Honeyman State Park

Highway ---, County Lane

Type of Work Utility Building

Contractor Ross Bros. Construction, Inc.

Recommended Acceptance Date November 7, 1975

RECEIVED
STATE HWY ENGR
NOV 5 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:bb

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED
STATE HIGHWAY ENGINEER
DATE: 11-5-75

8091

REPORT NO. 30

FORM 81-734-3001

OREGON STATE HIGHWAY DIVIS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: JESSIE M. HONEYMAN STATE PARK	WEEK ENDING: AUGUST 9, 1975	15
	SECTION PREFIX: 20-3361	
HIGHWAY: -- --	COUNTY: LANE	
NAME OF JOB: JESSIE M. HONEYMAN STATE PARK	KIND OF WORK: UTILITY BUILDING	
CONTRACTOR: ROSS BROS. CONSTRUCTION INC.	CONTRACT NUMBER: 8098	FEDERAL AID PROJECT NUMBER: BOR
DATE OF CONTRACT: DECEMBER 27,1974	DATE WORK STARTED: JANUARY 13,1975	ESTIMATED COMPLETION DATE: COMPLETED
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0	SPECIFIED WORK DAYS	WORK DAYS USED
MEN 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: MAY 31,1975	PERCENT OF TIME ELAPSED: 100.0%
PROJECT AUTHORIZATION: $ 97055.93	ENGINEERING AUTHORIZATION $ 8476.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0%
EXCLUSIVE OF ENGINEERING: $ 88579.43	ENGINEERING COST TO DATE $ 11180.82	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97.8
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 86606.19	THIS WEEK 0.0	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: UNDERRUN 2.2%	PERCENT OF AUTHORIZATION 131.9%	MAY 31, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

TYPE OF WORK / BRIDGE NO. XXXXXXX	UTILITY BUILDING INSTALLATION					
PERCENT	100.%					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	CLEAR			
TUESDAY	SHOWERS			
WEDNESDAY	PARTLY CLOUDY			
THURSDAY	PARTLY CLOUDY			
FRIDAY	PARTLY CLOUDY			
SATURDAY				

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
AUG 11 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	Jessie M. Honeyman State Park -for week of August 3 through August 9, 1975.
MONDAY	No activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This Week: No activity.
Next Week: No activity planned.

Project completed May 31, 1975.

Semi-final to be submitted next week with available documentation.

FINAL REPORT

SIGNED Ellis D. Jones LOCATION _____

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#8098

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

January 6, 1975

FROM: Gary A. Scott GAS
State Recreation Director

SUBJECT: Status Report
B.O.R. funded projects

TO: Ed Hunter
Asst. State Highway Engineer

As of this date, the following projects have been submitted to and approved by the Bureau of Outdoor Recreation:

Letting Date	BOR Number	BOR Funds	Project Name
11-21-74	41-00650	$52,000	L & C Law School - Tryon Creek State Park Bikeway
12-19-74	41-00629	35,000	Honeyman SP Utility Building
2-27-75	41-00636	62,500	Nestucca Spit SP Day Use Area
2-27-75	41-00627	37,500	Cascadia SP Day Use Area
4th Qtr. 75	41-00615	63,750	Cottage Grove Bike Trail
Not on list	41-00628	32,652.65	Smelt Sands Day Use Area

The B.O.R. fund amounts shown are normally 50% of the estimated total cost but may be less than 50% in some cases. The letting dates are according to the schedule of December 5, 1974.

GAS:bs

cc: L. W. Rulien
V. D. Wolfe
J H. Versteeg

NOTED
E. S. HUNTER

RECEIVED
JAN 6 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8099 N.E. Killingsworth St. at Columbia Blvd. near Portland (Traffic signal installation) 1975

CA 57183 a 2017

8099

43

March 18, 1976

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

Gentlemen:

On March 15, 1976, we wrote to you concerning release of final payment on Contract No. 8099 awarded to Hamilton Electric, Inc., for traffic signal installation on N.E. Killingsworth St. (N.E. Portland Highway) at Columbia Blvd. in Multnomah County.

Final payment on this contract is $1,574.17 and the total contract amount is $26,629.10. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Hamilton Electric, Inc.
232 West 5th
P.O. Box 708
Eugene, OR 97401

Smith & Crakes
58 11th Avenue W.
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
R. N. Bothman

8099

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3-44		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 2	3-1-76	Project Number HHS-201(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 14, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 37,919	$ 42,930
Federal funds	$ 34,127	$ 38,637
Other revisions		

This modification is made for the following reasons:

To include increase in State force work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of March, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E V Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 883-313

Oregon State Highway Division
Salem, Oregon, February 24, 1976

Federal Aid Project
No. HHS-201(4)

N.E. Killingsworth St. at Columbia Blvd. (Portland)
Northeast Portland Highway
Multnomah County

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code Y031
Traffic Signals (N.E. Killingsworth at N.E. Columbia Blvd.)

Temporary Protection and Direction of Traffic	All Required		394.00
Temporary Signs	200 sq.ft.	5.38	1,076.00
Flagging	40 hours	15.52	620.80
Traffic Signal Installation, Complete	All Required		25,263.00
			$27,353.80

Anticipated Items

SFO 2 Pavement Widening	All Required	9,756.00
SFO 3 Permanent Signing	All Required	100.00
		$ 9,856.00
	Subtotal	37,209.80
	Engineering	3,220.20
	Signal Controller Testing	500.00
	Total	$40,930.00

Length of Project - - - - - - - - - 0.0 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,800.00	$ 200.00
Traffic Signals	40,930.00	36,837.00	4,093.00
Total	$42,930.00	$38,637.00	$ 4,293.00

Group 1 100%
Contract No. 8099
Prefix 126-1029
Prefix 126-1905 P.E.

8097

STATE

75

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
MONTHLY TRANSACTION NUMBER 10-78		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Multnomah
MODIFICATION NUMBER 1	10-22-75	PROJECT NUMBER HHS-201(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 14, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 32,089	$ 37,919
Federal funds	$ 28,880	$ 34,127
Other revisions		

This modification is made for the following reasons:

To include additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 22nd day of October, 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter for
Deputy State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright for G. L. Green *(Division Engineer)*

Form PR-2A
(Rev. 9-74)

Existing stocks of Form PR-2A (Rev. 5-71) will be used.

Oregon State Highway Division
Salem, Oregon, October 16, 1975

Federal-aid Project
No. HHS-201(4)

N.E. KILLINGSWORTH ST. AT COLUMBIA BLVD. (PORTLAND)
NORTHEAST PORTLAND HIGHWAY
MULTNOMAH COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code Y031
Traffic Signals (N.E. Killingsworth at N.E. Columbia Blvd.)

Temporary Protection and Direction of Traffic	All Required		$ 394.00
Temporary Signs	200 sq.ft.	5.38	1,076.00
Flagging	40 hour	15.52	620.80
Traffic Signal Installation, Complete	All Required		25,263.00
			$27,353.80

Anticipated Items

SFO 2 -- Pavement Widening	All Required	$ 5,200.00
SFO 3 -- Permanent Signing	All Required	100.00
		$ 5,300.00

Subtotal	$32,653.80
Engineering	2,765.20
Signal Controller Testing	500.00
Total	$35,919.00

Length of Project - - 0.0 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,800.00	$ 200.00
Traffic Signals	35,919.00	32,327.00	3,592.00
Totals	$37,919.00	$34,127.00	$3,792.00

Group 1 - 100%
Contract No. 8099
Prefix: 126-1029
Prefix P.E. 126-1905

8099

123

N.E. KILLINGSWORTH ST.-COLUMBIA BLVD. SIGNALS

N.E. Portland Highway

Multnomah County

CONTRACT NO. 8099 Prefix No. 126-1029

Narrative Report February 9, 1976

This report concerns the installation of traffic signals and minor grading work at the T-intersection of Columbia Boulevard and Killingsworth Street. A beacon-light type of installation had controlled traffic at this intersection prior to our contract. The beacon light had flashed red to stop Columbia Boulevard traffic while flashing yellow to caution Killingsworth Street traffic. The beacon light installation had become outdated in recent years due to the increased usage of this intersection by traffic. This intersection was particularly unsafe at peak-rush hours because of the following problems:

1. Traffic was so heavy on Killingsworth Street that Columbia Boulevard traffic was forced to pull out in front of it in order to proceed.

2. Whenever a vehicle on Killingsworth Street wanted to turn left onto Columbia Boulevard, traffic would back up to the west to the crest of a small hill. On-coming traffic, because of the short sight distance would not be able to stop in time, causing many accidents.

In order to correct these deficiencies and alleviate traffic congestion, it was decided to signalize this intersection.

Our contract called for the installation of a three-phase, fully-actuated signal system at the intersection. Also included with the signals was the minor widening of Killingsworth Street both ways from the intersection. The signals involved the installation of three mast-arm signal poles, one mast-arm advance warning sign pole, one pedestrian-signal pole, a three-phase controller, and loop detector wires in all streets. The minor grading work would be done by state forces. The project qualified for federal aid as a high-hazard safety project.

The project was awarded on December 20, 1974, to contractor Hamilton Electric, Inc., of Eugene. The 280-day,calendar-day count commenced on January 17, 1975. A pre-construction conference was held on February 20, 1975. This conference was attended by the following utility companies who had facilities located in our work area:

1. Northwest Natural Gas Company had a 4-inch main located along the eastside of Columbia Boulevard and east along the northside of Killingsworth Street. They also had a 10-inch main located along the southside of Killingsworth Street.

2. Parkrose Water District had a 16-inch main located along the northside of Killingsworth Street.

Olson
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FEB 20 1976
ROAD DESIGN SECTION
Requires Reply
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Bring Up
Other

3. Pacific Northwest Bell Telephone Company had an overhead line located along the northside of Killingsworth Street. One telephone pole at the northeast corner of the intersection had to be relocated because of the new signal pole.

4. Pacific Power and Light Company had an overhead line crossing the intersection from the southeast corner to the northwest corner. One power pole had to be relocated as later elaborated upon in this narrative. The power company also supplied electrical power for the new signals.

It was agreed at the conference that state forces should perform minor grading work before Hamilton Electric, Inc. began work. However, the final lift of A.C. paving should be delayed until after Hamilton had completed work and removed the old beacon light installation. Hamilton would begin work in June so that state forces would have until that time to complete grading work. Hamilton informed those at the conference that Union Metal would supply mast-arm signal poles and Singer would supply signal and controller equipment.

State forces completed the major portion of the grading work in May 1975. They were forced to widen Killingsworth Street completely to the south, because of right-of-way problems to the north.

Hamilton Electric began work on July 21, 1975, on underground conduit installations. They completed this work in three days and left the project until August 26, when they returned to install vehicle loop detector wires and signal pole footings. Later in September, they erected signal poles, installed signal equipment, and wired the controller. The new signals were turned on to flashing mode on September 26, 1975. The old beacon-light installation was then removed and state forces completed A.C. paving. The new signals were turned on in their final state on October 2, 1975. All work at this intersection was completed by October 20, 1975. This was the 277 day of the allowed 280-day, calendar-day count, so that the estimated time limit for this work was perfect.

The following paragraphs are a brief description of some interesting problems which developed during construction:

1. Considerable difficulty was encountered excavating for signal pole footings on this project. The contractor encountered large rock boulders a short distance below the top of the ground. He attempted to use mechanical augers, supplemented by jackhammers to remove the rock but was unsuccessful. He solved the problem by excavating the footings with a ¾ c.y. backhoe, supplemented by jackhammers. However, the footing holes ended up being 3 feet, by 4 feet, by 7 feet. This was much larger than the plan footing size. The contractor was made to pour additional concrete at his own expense because of this problem.

2. This project called for the physical testing of the controller equipment in the Salem laboratory prior to its acceptance. This new requirement had been brought about by the use of solid state type controllers in recent years. Our controller unit failed the environmental portion of the testing procedure three times before it was accepted. When installed and turned on at the site, it performed very well, verifying the wisdom of the testing requirement.

3. Again, it was very helpful to have the Singer Company representative present for the turnon of the signals. I have found that the average electrical company foreman does not completely understand the intricacies of the new solid state controllers. For this reason, I feel that OSHD should require the presence of the controller equipment's manufacturer representative at the signal turnon, in the job special provisions. Also, some special training should be given to the resident engineers involved with signal projects concerning the new controller equipment.

4. Another problem arose when the area electrical inspector refused to approve the meter hookup to the new controller. This was done because the controller cabinet and equipment did not have any U.L. labels on them. Bob Judson contacted the state electrical inspector and somehow the problem got resolved. However, this problem has continued to occur on other projects so that some solution should be arrived at between OSHD and the state electrical office.

5. In conclusion, I would like to discuss the grading work involved in this contract. The project was designed for a short life span because it was felt that Killingsworth Street would eventually be realigned during the construction of I-205. For this reason Killingsworth Street was designed to be widened only in the immediate vicinity of the Columbia Boulevard intersection. This widening would be done to allow for the striping of a free right-turn movement lane from Killingsworth Street northbound to Columbia Boulevard, and to allow enough room for the movement of traffic on Killingsworth Street to proceed around stopped vehicles turning left onto Columbia Boulevard. It was felt that this work should be performed by state forces for the following reasons:

   a. The small quantity of grading work, estimated to be only $6000, or 20 per cent of the contract,

   b. The prime contractor would most likely be an electrical contractor with no grading expertise, and

   c. The unknown nature of the work due to unresolved right-of-way problems.

This work was done by state forces who overran the estimate by 80 per cent, due to the following reasons:

1. As explained earlier in the narrative, the widening had to take place exclusively to the south of Killingsworth Street. This compelled the installation of 60 feet of 18-inch sewer pipe in lieu of leaving the open ditch along the southside of Killingsworth, in accordance with the plan. This also caused the relocation of a Pacific Power and Light Company power pole.

2. Guardrail was added around the controller equipment along the southside of Killingsworth, due to the proximity of traffic.

3. The large amount of rock encountered raised the cost of all excavation work in the area.

4. Two move-ins of A.C. paving equipment were required because of the contractor's work schedule.

5. Extruded curb was added along the southside of Killingsworth Street to help channel water in front of the controller equipment to the new inlet.

ebg

8099

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 28, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. HHS-201(4)

SUBJECT Request Contract Acceptance

Contract 8099, Work Completed October 20, 1975

Project N.E. Killingsworth St. @ Columbia Blvd.

Highway N.E. Portland

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 10-30-75

NOTED
H.S. COULTER

G. L. Green
Division Adm.

RECEIVED
NOV 14 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
NOV 14 '75
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act ✓ | File

RDC:md

cc: F. B. Klaboe
C. T. Keasey
R. D. Church

Form 81-7343122

8099

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: NE KILLINGSWORTH ST. @ COLUMBIA BLVD.		WEEK ENDING: OCOTOBER 18, 1975
		SECTION PREFIX: 126-1029
HIGHWAY: NE PORTLAND		COUNTY: MULTNOMAH
NAME OF JOB: NE KILLINGSWORTH @ COLUMBIA	KIND OF WORK: TRAFFIC SIGNAL INSTALLATION	
CONTRACTOR: HAMILTON ELECTRIC, INC.	CONTRACT NUMBER: 8099	FEDERAL AID PROJECT NUMBER: HHS-201(4)
DATE OF CONTRACT: DECEMBER 30, 1974	DATE WORK STARTED: JULY 21, 1975	ESTIMATED COMPLETION DATE: OCTOBER 23, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 1	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 280	WORK DAYS USED / CALENDAR DAYS USED: 275
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 98.2 %
PROJECT AUTHORIZATION: $ 38,762.60	ENGINEERING AUTHORIZATION: $ 3,385.38	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0 %
EXCLUSIVE OF ENGINEERING: $ 35,377.22	ENGINEERING COST TO DATE: $ 3,400000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100.0 %
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 33,194.18		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: UNDERRUN . . . 6.2 %	PERCENT OF AUTHORIZATION . . . 100.4 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY			1				
HOURS PER SHIFT			8				

EQUIPMENT USED DURING THE WEEK: 1-ladder truck.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	BASES	CONDUIT	POLES	CONTR.	SIGNAL	SIGNS		PROT. & DIRECT.
PERCENT	100	100	1000	100	100	100		100

	CALENDAR WEATHER	XXX WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	SHOWERS	1		
MONDAY	SHOWERS	1		
TUESDAY	PT. CLOUDY	1		
WEDNESDAY	PT. CLOUDY	1		
THURSDAY	CLOUDY	1		
FRIDAY	CLOUDY	1		
SATURDAY		1		

Routing
Kelsey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
OCT 20 1975
CONSTRUCTION SECTION

BFN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
OCT. 12 SUNDAY	NO ACTIVITY.
OCT. 13 MONDAY	NO ACTIVITY.
OCT. 14 TUESDAY	NO ACTIVITY.
OCT. 15 WEDNESDAY	NO ACTIVITY.
OCT. 16 THURSDAY	HAMILTON: Completed all misc. cleanup work.
OCT. 17 FRIDAY	NO ACTIVITY.
OCT. 11 SATURDAY	NO ACTIVITY.

REMARKS

SUMMARY: HAMILTON completed all misc. cleanup work.

ANTICIPATED: FINAL INSPECTION WILL BE HELD OCTOBER 20, 1975.
SEMI-FINAL ESTIMATE WILL BE SUBMITTED BY DECEMBER 1, 1975.
THIS COMPLETES ALL WORK ON THE PROJECT.

THIS WILL BE THE LAST WEEKLY REPORT SUBMITTED.

SIGNED Jerry C. Street LOCATION PORTLAND

JERRY C. STREET, RESIDENT ENGINEER

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8099

APPLYING TO CONTRACT PROJECTS

Order No. 2

Section N.E. Killingsworth St. @ Columbia Blvd. Date January 23, 19 75

Highway N.E. Portland F.A.P. No. HHS-201(4)

County Multnomah Prefix 126-1029 Account No. 239-02

Description of Work To Be Done: Construct the rquired pavement widening. Work includes, but not limited to; clearing, excavation, drainage work, paving and providing the required control of traffic.

Work to be done by State Forces.

APPROVED EFFECTIVE DATE 2-13-75
Contingent upon modification of project agreement if additional funds are required
BY E. J. Valach
TITLE Dist. Engineer
DATE 3/20/75
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers: Throughout the project.

Estimate of Quantities and Costs:

Labor	$ 2,900.00
Equipment Rental	$ 600.00
Materials	$ 1,700.00
Total Estimated Cost	$ 5,200.00

Explanation: This State Force Order is an anticipated additional item and $ 5,200.00 was allowed on the Project Authorization and Record of Work Order. This work is required to facilitate traffic flow, by providing room for additional lanes on Killingsworth near the Columbia Blvd. intersection. See TED drawing no. 2774 for work required as shown by others on the plans.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 38,762.60
Present estimate of project cost, including $ 5,200.00 for work under this order	$ 37,239.18
Expected under-run (amount) UNDERRUN	$ 1,523.42
Expected under-run (per cent) UNDERRUN	3.93 %

Space to right of this line is for use of Salem Office

Submitted by: Jerry C. Street
Jerry C. Street, Resident Engineer

Approval Recommended: Maurice A. Gleeth for DC 3-7-75
Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8099

APPLYING TO CONTRACT PROJECTS

Order No. 3

Section N.E. Killingsworth St. @ Columbia Blvd. Date January 23, 19 75

Highway N.E. Portland F.A.P. No. HHS-201(4)

County Multnomah Prefix 126-1029 Account No. 276-03

Description of Work To Be Done: Relocate the existing directional sign; remove and salvage stop sign & post; and relocate the existing signs as required.

Work to be done by State Forces.

APPROVED EFFECTIVE DATE 2/13/75
Contingent upon modification of project agreement if additional funds are required
BY E. J. Yemen
TITLE Dist. Engineer
DATE 3/20/75
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers: Throughout the project.

Estimate of Quantities and Costs:

Estimated Lump Sum Cost ..... $ 100.00

Explanation: This State Force Order is an anticipated additional item and $ 100.00 was allowed on the Project Authorization and Record of Work Order. See Plan TED drawing no. 2774 for proposed sign work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 38,762.60
Present estimate of project cost, including $ 100.00 for work under this order	$ 37,239.18
Expected under-run ~~XXXXXXX~~ (amount) . UNDERRUN.	$ 1,523.42
Expected under-run ~~XXXXXXX~~ (per cent) UNDERRUN.	3.93 %

Space to right of this line is for use of Salem Office

Submitted by: Jerry C. Street
Jerry C. Street, Resident Engineer

Approval Recommended: Marcus A. Light per Regional Engineer

Approval Recommended: ..... For: Construction Engineer or Bridge Engineer

Approved: ..... Construction Engineer

DC
3-7-75

8099

STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1 - 70	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 1 - 14 - 75	STATE Oregon COUNTY Multnomah PROJECT NO. HHS-201(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30 BY, N.E. Killingsworth St. at N.E. Columbia Blvd.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	8-9-74	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	11-26-74	0.0
OTHER *(Specify)*		

FUNDS Pro-rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 32,089	$ 28,880

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Benedict

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green *(Division Engineer)*

Date executed by Division Engineer JAN 14 1975

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-aid Project
No. HHS-201(4)

N.E. KILLINGSWORTH ST. AT COLUMBIA BLVD. (PORTLAND)

NORTHEAST PORTLAND HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, January 3, 1975

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code Y031
Traffic Signals (N.E. Killingsworth at N.E. Columbia Blvd.)

Temporary Protection and Direction of Traffic	All Required		$ 394.00
Temporary Signs	200 sq.ft.	5.38	1,076.00
Flagging	40 hour	15.52	620.80
Traffic Signal Installation, Complete	All Required		25,263.00
	Subtotal		$27,353.80
	Engineering		2,235.20
	Engineering (Signal Controller Testing)		500.00
	Total		$30,089.00

Length of Project _ _ _ _ _ _ _ _ 0.00 mile

Retained in Program Status

Permanent Signing (S.F.)	All Required	$ 100.00
Pavement Widening (S.F.)	All Required	$ 5,200.00
Subtotal		$ 5,300.00
Engineering		530.00
Total		$ 5,830.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,800.00	$ 200.00
Traffic Signals	30,089.00	27,080.00	3,009.00
Subtotals	$32,089.00	$28,880.00	$3,209.00
Retained in Program	5,830.00	5,247.00	583.00
Total	$37,919.00	$34,127.00	$3,792.00

Group 1-100%

Contract No. 8099

Prefix 126-1029

Prefix P.E. 126-1905

N.E. Killingsworth St. at Columbia Blvd. (Portland)

Nonparticipating - work

Permanent Pavement Striping	All Required	$ 700.00

#8099

5d

12/18/74

December 23, 1974

Mr. Daniel M. Uman, Director
Dept. of Environmental Services
Multnomah County
2115 S. E. Morrison Street
Portland, OR 97214

MISC. CONTRACTS and AGREEMENTS No. 5183

Dear Mr. Uman:

As requested in your letter of November 27 to R. L. Schroeder, we are attaching two copies of a fully executed agreement for installation of a traffic signal at the intersection of N. E. Killingsworth Street (N.E. Portland Highway) and the Columbia Boulevard.

One copy of this agreement is for the Board of County Commissioners and we have retained a fully executed copy for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc L. E. George (agree. att.)

8099 12-18-74

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: HHS-201(4)

STATE PROJECT NO.: N.E. KILLINGSWORTH - N. E. COLUMBIA ST.

FROM:
GLEN L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: HHS-1

COUNTY NAME: MULTNOMAH

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:
MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

A YEN
DEC 1 '74
R TO
Hunter
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
NOVEMBER 26, 1974	NOVEMBER 26, 1974	PRIMARY ROUTE 1 (LOOP) 2 0 5 SECONDARY ROUTE 123

GENERAL LOCATION:
CITY OF PORTLAND

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:
CHANNELIZATION CONSISTING OF WIDENING, PAVEMENT MARKING, SIGNING TO PROVIDE LEFT TURN REFUGE AND INSTALL 2-PHASE ACTUATED TRAFFIC SIGNALS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [X] OTHER (Specify)
  PERMANENT PAVEMENT STRIPING $700.00

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEM LISTED ABOVE AND AS SHOWN IN YOUR ESTIMATE.

MR. RULIEN'S NOVEMBER 25, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
DEC 19 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

12-19-74
ORIGINAL TO
L. W. Rulien
w/att.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-18-74	Vernon H. Crook	for DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8099

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE December 13, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Traffic Signal Installation**
N.E. Portland Highway
(Killingsworth St. & Columbia Blvd.)

An agreement which has been signed by Multnomah County for the installation of a traffic signal at the intersection of N.E. Killingsworth Street and Columbia Boulevard will be presented for your consideration at the December 18 meeting.

The agreement provides that the State shall prepare all plans and specifications and contract the work. The total cost of the project, which is estimated at $42,600, will be funded from Federal Title II monies. After completion of the project, the State will maintain the signal and the County will pay for all power consumed.

Your approval of the agreement and authorization for me to sign it is recommended.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. E. George
Ed Hardt
Jack Graham
Gary L. Sund

RDT:rj dpy

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

8099

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-9-74

FEDERAL AID PROJECT NO.
HHS-201(4)

ST. PROJECT NO.
NE KILLINGSWORTH AT NE COLUMBIA SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
HHS-1

COUNTY NAME
MULTNOMAH

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	AUGUST 9, 1974	PRIMARY ROUTE 1)-LOOP
		STATE ROUTE NUMBER
		SECONDARY ROUTE 123

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AS REQUESTED BY MR. RULIEN'S JULY 26, 1974 PR-9 YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

RECEIVED
HWY ENGR
AUG 12'74
REFER TO
FOR
Dsn | Chk | Sur | Dsn | Act | File

Orig - Div.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-9-74	Vernon G. Correy	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

MONTHLY TRANSACTION NO. E-36

DATE SUBMITTED TO W.O. AUG 22 1974

FORM PR-9 (REV. 6-61)

Budget Bureau No. 41-R2068; Approval

U.S. DEPART... BUREA...

July 26, 1974

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)			FUTURE ADT	YEAR	REGION	STATE NAME	STATE CODE
2	2 (19)(20)	US 30 By, N.E. Killingsworth at N.E. Columbia 21 65	ADT	11,300	20,000 (66)	94 (70)(71)(72)	10 (74)(75)	Oregon	41 (12)

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER	
			FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.
3	P.E. and Traffic Signals 26 62	(63) (65)	(66) (68)	69	70	71	72 73	74 75	HHS- 14 23	201 (4) 7 13

CARD 4

CLASS OF FEDERAL FUNDS [1]: (Section 209) High Hazard Locations

COUNTY NAME: Multnomah

NAME OF URBAN AREA (17-31): Portland

F.A. SYSTEM: Urban

RTE NO.: P

FEDERAL AID: 1-Loop (32)

STATE: 123 (36)

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHARACTER OF PROPOSED WORK
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST (Safety) Y031		ITEM AS NOW PROGRAMED Stage 2	1	HHS-201(4)	US 30 By, N.E. Killingsworth St. at N.E. Columbia Blvd. (N.E. Killingsworth at N.E. Columbia Sec.)	0.0	40,000	36,000	4,000	Inst. 2-phase traffic signa
										PROJECT TOTAL	0.0	40,000	36,000	4,000	
5					PE ROW CONST (Safety) Y031		REQUESTED REVISION Stage 2	1	HHS-201(4)	US 30 By, N.E. Killingsworth St. at N.E. Columbia Blvd. (N.E. Killingsworth at N.E. Columbia Sec.)	0.0	2,000	1,800	200	P.E. (Prepara Inst. 2-phase traffic signa
											0.0	(18) 40,000 (23)	(24) 36,000 (33)	4,000	
										PROJECT TOTAL	0.0	42,000	37,800	4,200	

CARD		
1	A form PR-1 or PR-9 has been submitted within the last 7 days.	Yes ☐
1	COLUMN 14 →	CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE: To include in the character of proposed work preliminary engineering ... PS and E preparation; include in the project cost the estimated cost of the P.E. and ... total cost and federal funds for this additional work; further to obtain authorizatio... with all phases of P.E. involved.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
April 26, 1974	DATE: July 26, 1974	DATE:	DATE: AUG 9 1974
OTHER:	SIGNATURE:	SIGNATURE:	SIGNATURE:
	Project Management Engineer	TITLE:	TITLE: Signed VERNON V. CU... Engineering ...

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

F-36

FORM PR-9 (REV. 6-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

July 26, 1974

STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
Oregon	41	142	1

PROJECT LOCATION (45 typewriter spaces)

30 By, N.E. Killingsworth at N.E. Columbia

ADT	11,300	FUTURE ADT	YEAR	REGION
		20,000	94	10

I PROJECTS ONLY

TYPE OF WORK (35 spaces)

Traffic Signals

NATL. FOREST

FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL AUTH YR

PROJECT NUMBER: PREFIX LETTER(S) HHS- | NUMBER-AGR. NO. 201 (4) | POST MI. | DESIG.

COUNTY NAME: Multnomah — CODE 051

DESCRIPTION: (Section 209) High Hazard Locations

RTE NO.	FEDERAL AID	STATE	U.S.
P	1-Loop	123	30 By

Portland — F.A. SYSTEM: Urban

TYPE	SYSTEM	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
W INST (ety) Y031		ITEM AS NOW PROGRAMED Stage 2	1	HHS-201(4)	US 30 By, N.E. Killingsworth St. at N.E. Columbia Blvd. (N.E. Killingsworth at N.E. Columbia Sec.)	0.0	40,000	36,000	4,000	Inst. 2-phase actuated traffic signals.
					PROJECT TOTAL	0.0	40,000	36,000	4,000	
W INST (afety) Y031		REQUESTED REVISION Stage 2	1	HHS-201(4)	US 30 By, N.E. Killingsworth St. at N.E. Columbia Blvd. (N.E. Killingsworth at N.E. Columbia Sec.)	0.0	2,000	1,800	200	P.E. (Preparation of plans) Inst. 2-phase actuated traffic signals.
						0.0	40,000	36,000	4,000	
					PROJECT TOTAL	0.0	42,000	37,800	4,200	

has been submitted Yes ☐ — CODE 11

PROJECT WITHDRAWN YES ☐ — CODE 2

REASON FOR CHANGE: To include in the character of proposed work preliminary engineering necessary for PS and E preparation; include in the project cost the estimated cost of the P.E. and increase the total cost and federal funds for this additional work; further to obtain authorization to proceed with all phases of P.E. involved.

into two or more projects. Prepare a form PR-1 for all ing from such action.

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE July 26, 1974	DATE	DATE AUG 9 1974
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE VERNON V. CUNNICK Engineering Coordinator

...ange class of project to another, or covers joint financing, show both classes of funds involved.

USCOMM-DC 48068-P61

Budget Bureau No. 41-R2068; Appr

U.S. DE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H.O.

FORM PR-9 (REV. 4-61)

July 26, 1974

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD 2 | REPORT NUMBER (19-20) | PROJECT LOCATION (45 typewriter spaces) (21-65): US 30 By, N.E. Killingsworth at N.E. Columbia | ADT | 11,300 | FUTURE (66-70): 20,000 | YEAR (71-72): 94 | REGION (74-75): 10 | STATE NAME: Oregon

CARD 3 | CHARACTER OF PROPOSED WORK (35 spaces) (28-62): P.E. and Traffic Signals | NATL. FOREST (63-65) | FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. (66-68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72-73) | PL AUTH YR (74-75) | PROJECT NUMBER: PREFIX LETTER(S) (14-23): HHS- | NUMBER-AGR. NO. (7): 201 (4)

CARD 4 | CLASS OF FEDERAL FUNDS [1]: (Section 209) High Hazard Locations | COUNTY NAME: Multnomah | NAME OF URBAN AREA (17-31): Portland | F.A. SYSTEM: Urban | RTE NO.: P | FEDERAL AID: 1-Loop | STATE (32): 123

CARD 5	LINE NO. (11-12)	CHNG CODE (16)	PROJECT COUNT (41)	WORK CL (42)	WORK TYPE (43-46)	STEP (53)	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54-58)	PROJECT COST: TOTAL COST (59-66)	FEDERAL FUNDS (67-76)	STATE FUNDS	C P
1															
5					PE ROW CONST (Safety) Y031		ITEM AS NOW PROGRAMED Stage 2	1	HHS-201(4)	US 30 By, N.E. Killingsworth St. at N.E. Columbia Blvd. (N.E. Killingsworth at N.E. Columbia Sec.)	0.0	40,000	36,000	4,000	Inst. 2-p traffic s
										PROJECT TOTAL	0.0	40,000	36,000	4,000	
5					PE ROW CONST (Safety) Y031		REQUESTED REVISION Stage 2	1	HHS-201(4)	US 30 By, N.E. Killingsworth St. at N.E. Columbia Blvd. (N.E. Killingsworth at N.E. Columbia Sec.)	0.0	2,000	1,800	200	P.E. (Pre Inst. 2-p traffic s
											0.0	(18) 40,000 (23)	(24) 36,000 (33)	4,000	
										PROJECT TOTAL	0.0	42,000	37,800	4,200	

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE: To include in the character of proposed work preliminary engineer PS and E preparation; include in the project cost the estimated cost of the P.E. total cost and federal funds for this additional work; further to obtain authoriz with all phases of P.E. involved.

DATE OF INITIAL APPROVAL: April 26, 1974	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
OTHER:	DATE: July 26, 1974	DATE	DATE
	SIGNATURE	SIGNATURE	SIGNATURE
	Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ON NO. | W.O.

FORM PR-9 (REV. 6-61)

July 26, 1974

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

ER	PROJECT LOCATION (65 typewriter spaces)			FUTURE ADT	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
(20)	21	US 30 By, N.E. Killingsworth at N.E. Columbia 65	ADT	11,300	20,000 (66) 94 (70)(71)(72)	10 (74)(75)	Oregon	41 (2)(3)	142 4 6	1 (14)(16)

F PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER-AGR. NO.	I PROJECTS ONLY: POST MI.	DESIG.
d Traffic Signals 62	(63) (65)	(66) (68)	69	70	71	72 73	74 75	HHS- 14 23	201 (4) 7 13	(24) (26)	27

ERAL FUNDS I: (Section 209) High Hazard Locations

COUNTY NAME: Multnomah — CODE: 051 (14 16)

W AREA: Portland — F.A. SYSTEM: Urban

RTE NO.	FEDERAL AID	STATE	U.S.
P	1-Loop (32)	123 (36)(37)	30 By (41)

WORK DU	WORK TYPE	SYSTEM	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
42	43 - 46	53				(54) (58)		(59) (66)	(67) (76)		
	PE		ITEM AS NOW PROGRAMED	1	HHS-201(4)	US 30 By, N.E. Killingsworth St. at N.E. Columbia Blvd.					Inst. 2-phase actuated traffic signals.
	ROW										
	CONST (Safety) Y031		Stage 2			(N.E. Killingsworth at N.E. Columbia Sec.)	0.0	40,000	36,000	4,000	
						PROJECT TOTAL	0.0	40,000	36,000	4,000	
	PE						0.0	2,000	1,800	200	P.E. (Preparation of plans) Inst. 2-phase actuated traffic signals.
	ROW										
	CONST (Safety) Y031		RE-QUESTED REVISION Stage 2	1	HHS-201(4)	US 30 By, N.E. Killingsworth St. at N.E. Columbia Blvd.					
						(N.E. Killingsworth at N.E. Columbia Sec.)	0.0	(16) 40,000 (23)	(24) 36,000 (33)	4,000	
						PROJECT TOTAL	0.0	42,000	37,800	4,200	

PR-9 has been submitted 7 days. Yes ☐ — CODE 11

PROJECT WITHDRAWN YES ☐ — CODE 2

REASON FOR CHANGE: To include in the character of proposed work preliminary engineering necessary for PS and E preparation; include in the project cost the estimated cost of the P.E. and increase the total cost and federal funds for this additional work; further to obtain authorization to proceed with all phases of P.E. involved.

splitting into two or more projects. Prepare a form PR-1 for all s resulting from such action.

PROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
1974	DATE: July 26, 1974	DATE	DATE
	SIGNATURE	SIGNATURE	SIGNATURE
	Project Management Engineer	TITLE	TITLE

transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

USCOMM-DC 48968-P61

OF THIS FORM ARE OBSOLETE AFTER 3-1-61

TRANSATION NUMBERS 5-4 THRU 5-8

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

PAGE 1 OF 2

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-26-74

BY (Signature): L. W. RULIEN'S APRIL 18, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS HIGH HAZARD SAFETY SECTION 209

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1 THRU 5

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1	HHS-201(4)	0.0	40,000	36,000	N. E. KILLINGSWORTH AT N.E. COLUMBIA SECTION. MULTNOMAH COUNTY STATE OF OREGON.	INSTALL 2-PHASE ACTUATED SIGNALS.
2	HHS-318(13)	0.0	7,000	6,300	SUNSET HIGHWAY AT TUALATIN VALLEY HIGHWAY. MULTNOMAH COUNTY STATEOF OREGON	REVISE WESTBOUND EXIT SIGNING.
3	HHS-56(5)	0.0	40,000	36,000	NORTH PACIFIC BLVD. AT ALBANY AVENUE SECTION LINN COUNTY - STATE OF OREGON	INSTALL 5-PHASE ACTUATED SIGNALS.

NOTED E. S. HUNTER

4-26-74

3608

REMARKS (Division)

I CONCUR IN THE NEGATIVE DECLARATIONS AS STATED ON THE BACK OF EACH PR-1 FOR THE SUBJECT PROJECTS.

I FURTHER CONCUR THAT PROCEDURES SET FORTH IN VOL. 6, CHAPTER 8, SECTION 2, SUBSECTION 5, PARAGRAPH 5D OF THE FEDERAL HIGHWAY MANUAL APPLY TO THE SUBJECT PROJECTS.

YOU ARE AUTHORIZED TO PROCEED WITH UTILITY PREPARATORY WORK WHEREVER PROGRAMED.

5-2-74
original to L.W. Rulien

FOR: Info / Inves / R/D / D/R / Sign

REFER TO: [illegible]

RECEIVED STATE HWY ENGR APR 30 '74

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-26-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-68 (Rev. 8-71)

GPO 915-880

NOTED
E. S. HUNTER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

PAGE 2 OF 2

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-26-74

BY (Signature): L. W. RULIEN'S APRIL 18, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS HIGH HAZARD SAFETY SECTION 209

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1 THRU 5

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
4	HHS-309(8)	0.0	9,000	8,100	WARM SPRINGS HIGHWAY AT SIMNASHO ROAD. WASCO COUNTY-STATE OF OREGON	CHANNELIZATION CONSISTING OF NECESSARY WIDENING, PAVEMENT MARKING, AND SIGNING TO PROVIDE LEFT TURN REFUGE.
5	HHS-31-001(1)	0.36	30,000	27,000	CATHERINE CREEK SECTION UNION COUNTY-STATE OF OREGON	CURVE REALIGNMENT, GRADE, DRAIN AND HIGH TYPE PAVEMENT.

8099

April 18, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
High-Hazard Location Projects

We are submitting program data for five High-Hazard Location Projects, Item Numbers 1 through 5, which we desire to have included in the High-Hazard Locations Program under Section 209 of Title 11 as established by the Federal-aid Highway Act of 1973.

We hereby request your authorization for the use of timesaving procedures as enumerated in Vol. 6, Chap. 8, Sec. 2, Subsec. 5, Par. 5d of the Federal-aid Highway Program Manual and further request your concurrence of the following:

1. These projects are exempt from clearinghouse notifications and review as they will have no affect on the decisions or public works activities of concern to the clearinghouse agencies. (This is substantiated by the fact that the projects are exempt through working agreements with the various clearinghouses, except with District 9 and 13 Clearinghouses as noted on the PR-1 form for Item Nos. 4 and 5.

2. That the requirement of 3C Planning is not applicable to the projects as they will not result in the alteration of land use or traffic flow patterns and therefore could not cause any change in planning completed or underway.

3. The Negative Environmental Declaration as set forth on the back of each of the PR-1 forms.

4. That the requirements of PPM 20-8 (Vol. 7, Chap. 7, Sec. 5) as to public hearing, location and design approval and notification of these is not applicable if 1, 2 and 3 preceding are approved or concurred in.

Enclosed are narrative and accident data for each project, prepared by our Traffic Section.

Enc.

JG:js

HHS-201(4)

PROPOSED SAFETY PROJECTS
1973 Highway Safety Act
Section 209

Hwy. 123, M.P. 10.91
N.E. Killingsworth St. @ Columbia Blvd.

It is recommended that a two-phase traffic actuated signal be installed on the Northeast Portland Highway at Columbia Boulevard.

This intersection is a "Y" intersection with very poor sight distances. The north approach is stopped and all approaches have flashing beacons. Each approach has one lane. The intersection is depressed because of a railroad undercrossing for Columbia Boulevard, 40 feet north of the intersection. The 1972 traffic volume on Columbia was 7,200 ADT and on Killingsworth was 10,000 ADT and 14,700 ADT.

During the period from January 1, 1970 to December 31, 1973, there have been 42 accidents of which 23 were of the type preventable by a traffic signal. Within the past twelve months, there have been nine accidents with four injuries of which seven accidents were preventable.

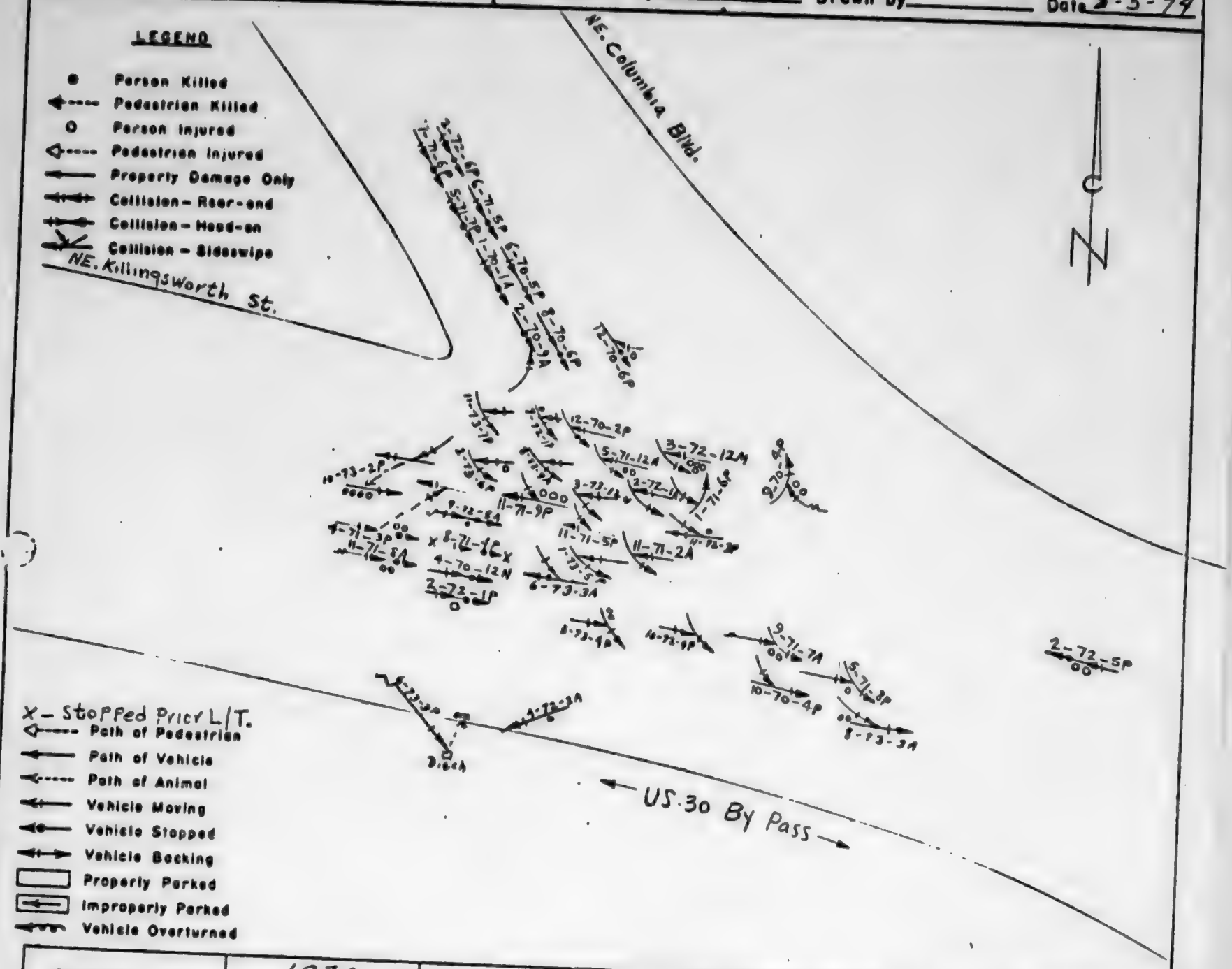
It appears as if the standard warrants for minimum vehicle volumes are met as well as the accident experience warrant.

Estimated Cost: $40,000

HHS-201(4)

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of _____ County Multnomah
Intersection of NE. Portland Hwy. and Lt. Columbia Blvd.
Highway Number 122 (US 30 By Pass) M.P. 10.91
Period Covered 1-1-70 12-31-73
Compiled by CS Drawn by _____ Date 3-5-79



Collision Type	1970				1971				1972				1973				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end			4	4		2	4	6		3	1	4								
Sideswipe																		5	9	14
Turning Movement		2	3	5		4	3	7		2	4	6		4	4	8		12	14	26
Parking																				
Non-collision																				
Fixed Object										1		1			1	1		1	1	2
Pedestrian																				
Backing																				
Misc.																				
TOTAL		2	7	9		6	7	13		6	5	11		4	5	9		18	29	42

Form E-260 — 2M — 11-68 5/70

Budget Bureau No. 41-R2067; Approv

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H. Q.

FORM PR-1 (REV. 4-61)

4-18-74

U.S. DEPAR BURE

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STA CO
CARD 2	1 (19) (20)	US 30 BY, N.E. Killingsworth at N.E. Columbia 21 69	ADT	11,300*	20,000 (66) (70)	94 (71) (72)	10	Oregon	4 (2)

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FN ROUTE NO.	SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ.
CARD 3	Traffic Signals 28 62	(63) (68)	(69) (69)	(69)	(70)	(71)	(72) (73)	(74) (75)	HHS- 14 28	201 7	(4)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
CARD 4	(Section 209) High-Hazard Locations	Multnomah	051 (12) (16)
	NAME OF URBAN AREA: Portland (17-31)	ROUTE NO. P	FEDERAL-AID: I-Loop (32)
		STATE: 123 (36) (37)	U.S.: 30 BY (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(1448)	(18)	41	42	43 46	53	(54) (58)		(59) (66)	(67) (76)			
5					PE		US 30 BY, N.E. Killingsworth St. at N.E. Columbia Blvd.						Inst traf
5					ROW								
5					CONST (CODE) (Safety) Y031		"NE Killingsworth at NE Columbia Sec."	0.0	40,000	36,000	4,000		ROW Acce Park none
							PROJECT TOTALS	0.0	40,000	36,000	4,000		

(16) (23) (24) (33)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS

*Count is traffic entering intersection

-over-

usco

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-18-74

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 30 BY, N.E. Killingsworth at N.E. Columbia	ADT	11,300*	20,000	94	10	Oregon	41	142	1

OSED WORK (35 typewriter	NATL. FOREST	PH ROUTE NO.	SUF-FX AGCY	DA CL ASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Signals								HHS-	201	(4)		

UNDS (Section 209) High-Hazard Locations

Portland

COUNTY NAME: Multnomah — CODE: 051

ROUTE NO. P | FEDERAL-AID: I-Loop | STATE: 123 | U.S.: 30 BY

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		US 30 BY, N.E. Killingsworth St. at N.E. Columbia Blvd.						Inst. 2-phase actuated traffic signals.
ROW								
CONST (CODE) (Safety) Y031		"NE Killingsworth at NE Columbia Sec."	0.0	40,000	36,000	4,000		ROW - 40' min.; Access control -none; Parking restrictions-none.
D BY		PROJECT TOTALS	0.0	40,000	36,000	4,000		

APPROVAL DATES

REMARKS

*Count is traffic entering intersection

-over-

USCOMM-DC 48905-P61

N.E. KILLINGSWORTH ST. AT N.E. COLUMBIA BLVD. SECTION
PROJECT NO. HRS-201(4)

Existing Facility: U.S. 30 BYPASS (Killingsworth & Columbia) --- 20-foot bituminous surface with 7-foot paved shoulders.
CO.RD. FAS 940 (Columbia) --- 20-foot bituminous surface with 6-foot gravel shoulders.

NOTE: This intersection is a "Y" intersection with very poor sight distances. FAS 940 from the north is stopped and all approaches have flashing beacons. Each approach has one lane.

Project Data: Install 2-phase actuated traffic control signals.

Right-of-Way: No additional required.

System Action, Airports, Water Development, Railroads, Recreation and Historical Areas: None involved. NOTE: Portland International Airport lies northwesterly within one and a half miles of the project. The runways are oriented such that the proposed work will not cause any conflict.

NOTE: (1) This project is being programmed as a "Safety Project" because it is the opinion of the State Highway Division that the intersection has a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16 (Vol. 6, Chap. 8, Sec. 2, Subsec. 1), based on the fact that the intersection has experienced a high number of accidents. The proposed signal work, by controlling the flow of traffic, will reduce substantially the number of accidents occurring at the intersection.
(2) This project is in Congressional District No. 3.

A-95 Review: Exempt from State Clearinghouse and District 2 Clearinghouse review and comments under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Waiver of 3C Planning and PPM 20-8 requirements are being requested under the program cover letter.

PPM 90-1 Requirement:
Negative Environmental Declaration: The purpose of the proj in keeping with the basic philosophy of improving highway safety a typical element in the national concern that traffic hazards ass with accidents and injury to the highway user are eliminated or m mized in their effect.

This "spot" safety project will be within the existing highw of-way, so it will not preempt land uses in private control.

Adequate signing will protect the motorist while the work is progress.

The installation of a 2-phase actuated traffic control sign the intersection of N.E. Killingsworth (U.S. 30 BY) and N.E. Col Blvd. represents a direct and noncomplicated approach to improvi motorist safety by alleviating problems of traffic control at th tion. For, controlling the flow of traffic in this manner will substantially the number of accidents of the type preventable by control signals.

It is the conclusion of the Oregon State Highway Division this project does not constitute a "major action" as defined in appendix F, nor does it have the potential to significantly aff quality of social or natural environment.

N.E. KILLINGSWORTH ST. AT N.E. COLUMBIA BLVD. SECTION
PROJECT NO. HHS-201(4)

Facility:
. 30 BYPASS (Killingsworth & Columbia) --- 20-foot bitu-
minous surface with 7-foot paved shoulders.
RD. FAS 940 (Columbia) --- 20-foot bituminous surface with
6-foot gravel shoulders.

his intersection is a "Y" intersection with very poor
ight distances. FAS 940 from the north is stopped and
ll approaches have flashing beacons. Each approach has
ne lane.

Data: Install 2-phase actuated traffic control signals.

-Way: No additional required.

ction, Airports, Water Development, Railroads, Recreation
torical Areas: None involved. NOTE: Portland International
lies northwesterly within one and a half miles of the proj-
he runways are oriented such that the proposed work will not
ny conflict.

(1) This project is being programmed as a "Safety Project"
it is the opinion of the State Highway Division that the
ction has a potential and actual accident hazard of such
ude to qualify under provisions of PPM 21-16 (Vol. 6, Chap.
2, Subsec. 1), based on the fact that the intersection
perienced a high number of accidents. The proposed signal
by controlling the flow of traffic, will reduce substantially
ber of accidents occurring at the intersection.
(2) This project is in Congressional District No. 3.

eview: Exempt from State Clearinghouse and District 2
nghouse review and comments under working agreements dated
28, 1970 and October 16, 1970, respectively.

of 3C Planning and PPM 20-8 requirements are being
ted under the program cover letter.

PPM 90-1 Requirement:

Negative Environmental Declaration: The purpose of the project is in keeping with the basic philosophy of improving highway safety and is a typical element in the national concern that traffic hazards associated with accidents and injury to the highway user are eliminated or minimized in their effect.

This "spot" safety project will be within the existing highway right-of-way, so it will not preempt land uses in private control.

Adequate signing will protect the motorist while the work is in progress.

The installation of a 2-phase actuated traffic control signal at the intersection of N.E. Killingsworth (U.S. 30 BY) and N.E. Columbia Blvd. represents a direct and noncomplicated approach to improving motorist safety by alleviating problems of traffic control at this location. For, controlling the flow of traffic in this manner will reduce substantially the number of accidents of the type preventable by traffic control signals.

It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, appendix F, nor does it have the potential to significantly affect the quality of social or natural environment.

8100 Fifteenmile Ck. (Quarry) 1975
Br. Sec. of Wilbur West Rd.
(Structure)

CA 5115 10-14-71

FIFTEENMILE CREEK (QUARRY ROAD) BRIDGE
DSR Item No. 51

	Basic Engineering	Special Engineering	Total
P.E.	$3,403.38	$1,874.07	$ 5,277.45
Constr. Engr.	19.42	2,438.74	2,458.16
Total	$3,422.80	$4,312.81	$ 7,735.61

Construction Costs (Contract $11,516.28

Basic Engr. as O/O of Constr. Cost 30%

Special Engr. as O/O " " " 37%

Fuctual Data

D.S.R., 5-1-74; Estimate for structure + 20% Engr. = $17,340
Rev. D.S.R. 7-5-74, by Wilman reduce to $13,110
Authority for Survey, 7-23-74 for $3,750, Approved 8-6-74
Survey started 7-28-74, and completed 8-6-74 for structure replacement
Field work completed and sent to Salem for design 8-16-74
Preliminary plans and estimates change October 1974
Bids received 12-19-74, Contract Authority $13,396.50
Contract No. 8100 completed 2-27-75

Narrative

Fifteenmile Creek Bridge was small with a relatively low construction cost and proportionately high engineering cost

3100

R

May 2, 1975

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On April 22, 1975, we wrote to you concerning release of final payment on Contract No. 3100 awarded to Douglas S. Coats Construction for work on the Fifteenmile Creek (Quarry) Bridge Section of Wilbur West Road in Wasco County.

Final payment on this contract is $575.44 and the total contract amount is $11,308.80. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ja

cc Douglas S. Coats Construction
Rt. 2, Box 1620
Bend, OR 97701

bc C. T. Kassay
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
FEDERAL DISASTER ASSISTANCE ADMINISTRATION
ARCADE BUILDING, ROOM M-16
1319 SECOND AVENUE
SEATTLE, WASHINGTON 98101

REGION X

H B & DHL 6-06 Wasco
Candi
Send cy to co. city.
H

8100

IN REPLY REFER TO:

April 9, 1975

FDAA-413-DR-65
County of Wasco
State of Oregon

Mr. Harvey L. Latham
Administrator
Division of Emergency Services
8 Capitol Building
Salem, Oregon 97310

Dear Harvey:

Please reference Wasco County letter, dated January 23, 1975, to your office, concerning a request for time extension for Item 51, Quarry Approach Bridge.

The completion date is hereby extended to April 25, 1975, due to a problem with the State Highway Division not being able to complete the design of subject bridge for contract award prior to December 27, 1974.

Sincerely,

Hugh H. Fowler
Acting Regional Director

cc: FHWA/Salem

RECEIVED
APR 14 1975
OREGON DIVISION

RECEIVED
COUNTY & CITY SECTION
APR 25 1975
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Wasco County Commissioners
Courthouse
The Dalles, OR - 97058
Attention of Roadmaster

Request No. (assigned by staff engineer or head of section) CA 1092

Date April 1, 1975

Payer's Order No. (if any) —

Highway Div. Order No. (if any) — (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Repair of Jan., 1974, flood damage under PL 606, costs to 2/28/75 on the following projects:

Advance deposit 11/74	$ 79,852.00
Costs previously ltrd.	63,852.00
Adv. Dep. retained	16,000.00

~~Deposit~~ retained. Paid to contractor OSHD engineering. Proj. Total

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
7	Ea.	~~Estimate~~ Bridge	$ 56,703.23 $ 6,762.82	65,466.05
Jap Hollow		Culvert ~~14,000.00~~	20,707.37 2,860.51	23,567.88
15	mi.	Haul	9,403.52 1,336.17	10,739.69
		~~Estimate~~	$ 88,814.12 $ 10,959.50	99,773.62
				63,852.00
		Less costs ltrd.		35,921.62
		Balance of costs		
		Amount due		19,921.62

RECEIVED
COUNTY & CITY SECTION
APR 2 - 1975
✓ ENGR. ☐ CONR. ✓ UE ☐ AE ☐ UE
☐ UPE ☐ CE ✓ RE ☐ BRE ☐

If payer has made payment for this service, indicate the amount of payment. $.....

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $.....

Is this a partial or final request for billing? .....

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $.....

Give the number of the last previous request in connection with this same service. EC 1453

Credit distribution:

33-7782-594-10	$ 15,955.05
33-7782-594-11	9,526.88
33-7782-594-12	10,139.69

Submitted by: L. H. Jones

Approved: L. H. Howard
Regional Engineer

Approved: .....
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8100

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 15 Mile Creek(Quarry) Bridge		WEEK ENDING: March 8, 1975
		SECTION PREFIX: 33-7982-12
HIGHWAY: Wilbur West Road		COUNTY: Wasco
NAME OF JOB: Fifteen Mile Creek(Quarry) Bridge	KIND OF WORK: Structure	
CONTRACTOR: Douglas Coats Construction Co.	CONTRACT NUMBER: 8100	FEDERAL AID PROJECT NUMBER: FDAA-413-DR65
DATE OF CONTRACT: December 27, 1974	DATE WORK STARTED: January 20, 1975	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 120	CALENDAR DAYS USED 41
PROJECT AUTHORIZATION: $ 13,396.50	SPECIFIED COMPLETION DATE: May 17, 1975	PERCENT OF TIME ELAPSED: 41/120 = 34.2
EXCLUSIVE OF ENGINEERING: $ 12,226.50	ENGINEERING AUTHORIZATION $ 1,170.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 12,226.50	This Week 25.40 ENGINEERING COST TO DATE $ 1,564.38	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT. OVERRUN UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 133.7 %	DATE PROJECT WAS COMPLETED: February 27, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16179							
PERCENT	100							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	2	Cloudy & Cool			
MONDAY	3	Cloudy & Cool			
TUESDAY	4	Fair & Cool			
WEDNESDAY	5	Fair & Warm			
THURSDAY	6	Fair & Warm			
FRIDAY	7	Cloudy & Warm			
SATURDAY	8				

Routing
Keasey
Bond
Jackmond
Harwood
Johnson
Walker
Secretary
Glenn
Berg

RECEIVED
MAR 10 1975
CONSTRUCTION
SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
2 SUNDAY	No activity all this week
3 MONDAY	
4 TUESDAY	
5 WEDNESDAY	
6 THURSDAY	
7 FRIDAY	
8 SATURDAY	

REMARKS

Job Status: The project is completed. The Semi-final will be sent in March 18,1975.

SIGNED Norman L. Oliva LOCATION The Dalles

Norman L. Oliva

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°7216

606
Wasco

SALEM, OREGON
January 17, 1975

TO: Mr. Richard Hacak
Finance
B U I L D I N G

Attention: Mr. Dettmar Jones

FROM: Robert H. Prange
Rural Engineer
County-City Unit

The reimbursement for contract costs for our PL 606 projects in Wasco County are to come from the County. The County will in turn be reimbursed for our billings from FDAA.

The projects involved are:

Project Name	Project No.
Jap Hollow Box Culvert	FDAA-413 DR-65 (Item 9)
Shadybrook Bridge	FDAA-413 DR-65 (Item 11)
Fivemile Creek Road	FDAA-413 DR-65 (Item 22)
Mill Creek Bridge	FDAA-413 DR-65 (Item 39)
Endersby Bridge	FDAA-413 DR-65 (Item 50)
Upper Fifteenmile Creek (Quarry) Bridge Wilbur West Road	FDAA-413 DR-65 (Item 51)

HR:scr

ENGR. ASST. OE AE UE
UPE CE RE RPE

FAS 7098 & 710

All Clear 11-8-74
Donald L. Root

ENVIRONMENTAL REVIEW

Section Fifteenmile Cr (Quarry) Bridge
Highway Wilbur West Rd.
County Wasco
Type of Work Structure
Date

ENVIRONMENTAL IMPACT STATEMENT: N/A

NEGATIVE DECLARATION: Yes - Standard Statewide Neg Decl covers this - No apparent conflicts.

FISH COMMISSION: Contact through Div of State Lands

WILDLIFE COMMISSION: Contact through Div of State Lands

DIVISION OF STATE LANDS: Yes - Requirements requested are in the Spec's

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: N/A

OTHER:

FHWA 121 (Rev. 5-73)

606
Wasco Co

UNITED STATES GOVERNME

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 23, 1974

In reply refer to: 1041BR.1/409.2-Wasco

SUBJECT: PL 606 Flood Damage
Wasco County, Item 51

TO : R. W. Pillsbury, Bridge Engineer

Mr. D. B. Carter, Area Engineer
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
NOV 18 1974
ENGR. COOR. UE AE UE
UPE CE RE RPE

The State has prepared a revised layout and estimate for the Quarry Road bridge over Fifteenmile Creek which slightly exceeds the estimate shown on the DSR. I discussed this with Ray Willman today and he agreed that the proposal looks OK to proceed with. The following is a summary of what I told him.

The Hydraulics Section at the State proposed a 40' channel with vertical sides and the Bridge Section started with a bridge with a 40' span. The Foundation Section found that there was hard rock just below the stream and piling could not be driven so the bridge had to have concrete footings and wings. The high-water marks indicated the bridge had to provide about 7' of clearance.

It could be seen the cost was going to be high so the span was reduced to a 35' span called for on the DSR. The resultant bridge was estimated to cost $21,000.

A meeting was held with the State and it was brought out that the high water elevation was from an ice jam downstream. It was decided to lower the bridge to provide about 3½' of headroom and a new estimate was made of $15,000 for the bridge. The estimate looks realistic.

An additional reduction was tried using a span of 27' which reduced the cost to $13,000. The hydraulic capacity was checked and it was found that the structure could not handle a 50-year design flood. As it is, even with the 35' span, the 50-year flood water will go around the ends of the bridge over the approaches. The 1974 flood had one-third more water than the 50-year design flow.

The State has reworked these plans several times and it appears that they now have the least amount of structure suitable for the site for the least amount of money.

Mr. Willman said proceed with the plans, award and submission of a revised DSR if the bids are too high.

cc:
OSHD (J Backstrand)
FDAA (Willman)
Bridge

R.W. Pillsbury

cst

10-18-79
All Clear
Donald L Rout

FAS 709
710

ENVIRONMENTAL REVIEW

Section Upper Fifteenmile Cr (Quarry) Br.
Highway Wilbur West Rd
County Wasco
Type of Work S.
Date

ENVIRONMENTAL IMPACT STATEMENT: N/A

NEGATIVE DECLARATION: N/A

FISH COMMISSION: Contact through Division of State Lands

WILDLIFE COMMISSION: Contact through Division of State Lands

DIVISION OF STATE LANDS: Yes - No problems with the requirements.

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: No contact necessary

OTHER:

8100

Form FHWA 121 (Rev. 5-73)

J

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 16, 1974

In reply refer to: 1041BR/409.2

SUBJECT: PL 606 Storm Damage
Item 51 - Wasco County

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Reynoldson's letter of October 4 submitted advance plans and an estimate for the Wilbur West Road (Quarry Bridge). It was noted that the estimate was higher than the DSR envisioned.

You have taken many steps to cut costs on this minor structure, but the large abutments cancel out the savings. Piling evidently can not be placed because rock is just below the surface. We suggest, therefore, that a two column bent be used with a three or four foot high end wall and short wings. This would leave four or five feet of fill spilling into the creek which could be protected with a minimum of riprap. We feel that the 6 cfs flow indicated should not be detrimental to riprap and some erosion would not be harmful at this location.

G. L. Green

cc:
OSHD (H. Reynoldson)
OSHD (W. Hart)

NOTED
E. S. HUNTER
10-18-74
CC Wolfe
Hart

RECEIVED
STATE HWY ENGR
OCT 17 '74
REFER TO
Hewitson
FOR
RIVES | MID | DIR | SUP | ...

RECEIVED
OCT 18 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

cy ack

8100

October 14, 1974

Wasco County Court
Courthouse
The Dalles, OR 97058

Attn: Hal H. Howard
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5115

Gentlemen:

Attached for your records is a construction-finance agreement for construction of a bridge over Upper Fifteen Mile Creek on Wilbur West Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Heed
COMMISSION SERVICES

ser
Att.

cc H. S. Cox
(conf. agree. att.)

P.L.606
Wasco

FORM 8-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE October 11, 1974

TO H. G. Brainerd
Regional R/W Supervisor

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Upper 15-mile Creek (Wilbur West Road) Bridge
PL 606
Wasco County

We have received a certification from the County that there was no relocation on this project and that they have complied with Federal Aid Highway regulations in acquiring any necessary right-of-way.

Please check with the county that they have complied with all of the relocation II.

Act -- Title II if there was relocation and Title III if there was any right-of-way acquisition.

JRO:ha

cc H. S. Cox

RECEIVED
COUNTY & CITY SECTION
OCT 11 1974
☑ ENGR. ☑ COOR. ☑ OE ☐ AE ☐ VE
☑ RPE ☐ CE ☑ RE ☐ MPE ☐

Wasco 74/
'74-606

October 4, 1974

Mr. Glen L. Green
Oregon Division Engineer
Federal Highway Administration
477 Cottage Street, N.E.
Salem, Oregon 97308

Attention Mr. David B. Carter

Re: P.L. 606, January 1974 Storm Damage
Fifteenmile Creek (Quarry) Bridge
Wilbur West Road (Private Road)
Item #51
Wasco County

Dear Mr. Green:

A copy of the proposed plans and the estimate for this project is attached. It is somewhat over the estimate by Mr. Ray Willman ($13,000±). We have followed the Damage Survey Report.

Would you please examine these and give us your comments and/or approval.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

ATT.

Concrete slab - [illegible]

☐ ENGR. ☑ ASST. ☑ OE ☒ AE ● UE
☐ UPE ☒ CE ☒ RE ☒ RPE ☐

- Fifteenmile Ct. (County) Br. Section

ESTIMATE 10/21/

Structure

No	Item	Quantity	Price	Amount
1	Shoring, Cribbing, Etc.	All Spec		3000
2	Structure Excavation	54 cuYds	15 -	810
3	Structural Concrete, Class 3300 (5sy@1200)	All Reqd		7400
4	4' x 35'/40' Prestressed Slabs	3 Only	2500-	7500
5	Reinforcement (44000 lbs @ 050)	All Reqd		2200
6	Lumber and Timber, Treated	0.9 M#bm	1200-	1080
				$21,990

Public Util Items

Temp. Erosion Control 100

Total . $22,090-

14½ % Etc 3,203.00

TOTAL $25,293.00

RECEIVED
COUNTY & CITY SECTION
OCT 2 - 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Copy to:- John Oaks 606
Walt Hart
J.N. Verstoeg
Carl Williams.
Reg 12

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

Attn: County & City Section

SUBJECT: Federal Aid Project No. _____

Highway No. Wilbur West Road (Private Road)

Project Name P.L. 606, January 1974 Storm Damage
Upper Fifteen Mile Creek (Wilbur West Road) Bridge

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at The Dalles, Oregon,

this 2nd day of Oct., 1974.

Wasco County

Judge

Commissioner

Commissioner

RECEIVED
COUNTY & CITY SECTION
OCT 3 - 1974
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ■ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

7/31/73

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

Attn: County & City Section

SUBJECT: Federal Aid Project No. _____

Highway No. Wilbur West Road (Private Road)

Project Name P.L. 606, January 1974 Storm Damage
Upper Fifteen Mile Creek (Wilbur West Road) Bridge

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at The Dalles, Oregon,

this 2nd day of Oct., 1974.

Wasco County

Judge

Commissioner

Commissioner

RECEIVED
COUNTY & CITY SECTION
OCT 8 - 1974
☑ ENGR. ☑ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

7/31/73

8100

bc: L. W. Rulien
V. E. Skoog
H. S. Cox
C. M. Williams

September 5, 1974

Mr. William H. Mayer, Regional Engineer
Federal Disaster Assistance Administration
Arcade Building, Room M-16
1319 Second Avenue
Seattle, Washington 98101

Attention Mr. Ray Willman

Re: P.L. 606, January 1974 Storm Damage
Applicant Change for Items in
Gilliam and Wasco Counties

Dear Mr. Mayer:

Since Gilliam and Wasco Counties have requested that the Oregon State Highway Division contract the following projects in their behalf, we are asking that the applicant for the following projects be changed from the named county to the Oregon State Highway Division, by and through the Oregon Transportation Commission.

GILLIAM COUNTY - FDAA-413-DR 25

Item #22 - Rock Creek (French Charlie Road) Br.
23 - Willow Creek (Rhea Road) Br.
24 - Willow Creek (Lower Willow Creek Rd.) Br.

WASCO COUNTY - FDAA-413-DR 65

Item # 9 - Jap Hollow Creek (Jap Hollow Rd) Br.
11 - Tygh Creek (Shadybrook Road) Br.
22 - Five Mile Creek (Upper Five Mile Rd) Br.
39 - N. Fork Mill Creek (Upper Mill Creek Rd) Br.
50 - Eightmile Creek (Endersby Road) Br.
51 - Upper Fifteenmile Creek (Wilbur West Rd) Br.

(more)

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Also enclosed is a copy of the statement granting Mr. E. S. Hunter, Assistant State Highway Engineer, authority to approve the transactions for these projects.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

HR:ljt

Encl.

cc: Harvey L. Latham, Emergency Services
Hon. James O. Burns, Gilliam County Judge
Hon. H. B. Elder, Wasco County Judge
FHWA

EXHIBIT "A"

TO WHOM IT MAY CONCERN:

Re: 1974 Flood Damage Restoration
FDAA - Public Law 606

This is to certify that Mr. E. S. Hunter, Assistant State Highway Engineer, has been appointed and is authorized to execute, for and in behalf of the State Highway Division of the Department of Transportation of the State of Oregon, all applications for the purpose of obtaining certain Federal financial assistance under the Federal Disaster Act (Public Law 606, 91st Congress) for the flood damage of 1974.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

HR:ljt
9/5/74

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

August 6, 1974

TO: Mr. E. S. Hunter
Asst. State Highway Engineer
B U I L D I N G

SUBJECT: P.L. 606, January 1974 Storm Damage
Upper Fifteen Mile Creek (Quarry)
Bridge Section
Wilber West Road
Wasco County

FROM: Harold Reynoldson
Rural Program Engineer
County & City Unit

Attached are fifteen copies of a summary and map covering the subject P.L. 606 project, for which we are requesting telephonic approval from the Transportation Commission.

The project is located on a private road which the County uses as a haul road to and from a county-leased rock quarry. Having considered that the road could be classed as a public usage road, FDAA has approved the project.

RHP:ljt

Att.

cc: L. W. Rulien

RECEIVED
STATE HWY ENGR
AUG 9 '74
REFER TO
FOR
Info | Invest | R/D | O/R | Sign | Act | File

B/up
8-19-74
for contract

8-8-74
Fred Klaboe
for OK
E&W with Jackson

8-19-74
Approved by
Jackson
F Klaboe

RECEIVED
AUG 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FAS 709+10

WASCO COUNTY

Proposed P.L. 606 Project
January, 1974 Storm Damage

Upper Fifteen Mile Creek (Quarry) Bridge Section, Wilber West Road, $13,110.

Construct a reinforced concrete pre-cast slab bridge approximately 35 feet long and 12 feet wide. No sidewalks.

State is to perform preliminary and construction engineering.

County will construct approaches.

Approved by Chairman Jackson on August 19, 1974.

cc C. W. Head
George H. Baldwin
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rullen
W. J. Hart
J. M. Versteeg
H. S. Cox
C. M. Williams
Gary Send
Files

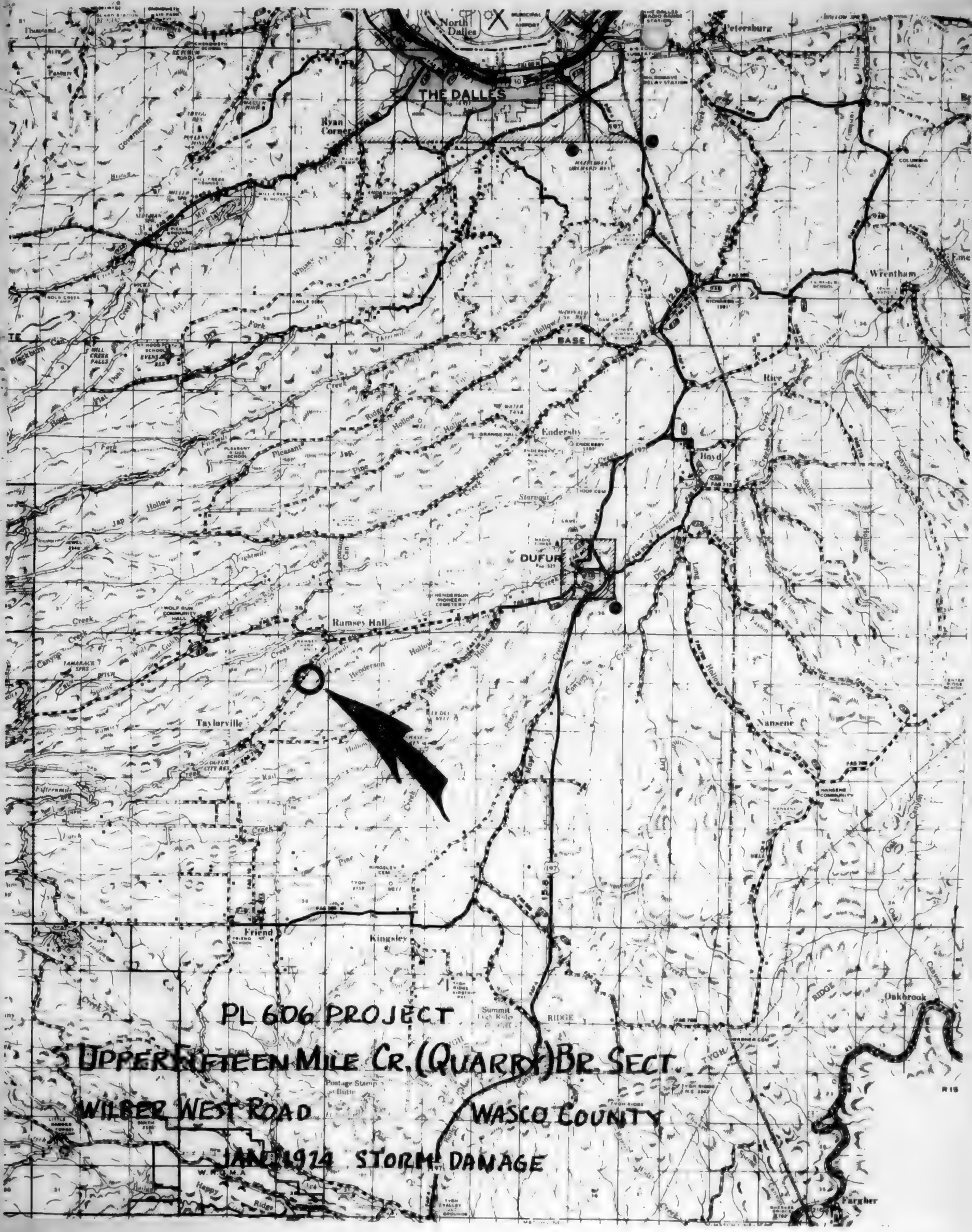
checked w/ Howell - this is correct. A.D. (private road?)

1 Ver teeg ✓
2 A. Olson ✓
3 Tomin ✓
Scott
Swanson
R. Olson
Trout

RECEIVED
AUG 19 1974
ROAD DESIGN SECTION

Comments Apply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return to _____
Bring Up ___/___/___
Other _____

8/5/74
P.L. 606
Request Telephonic Approval


THE DALLES
North Dalles
Ryan Corner
Petersburg
Wrentham
BASE
Endersby
Boyd
DUFUR
Rumsey Hall
Taylorville
Nansene
Friend
Kingsley
Oakbrook
Fargher
PL 606 PROJECT
UPPER FIFTEEN MILE CR. (QUARRY) BR. SECT.
WILBER WEST ROAD
WASCO COUNTY
JAN. 1974 STORM DAMAGE

RECEIVED
COUNTY & CITY SECTION
JUL 25 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PL-606

COUNTY ROAD ~~PROJECT~~ PROJECT REQUEST

Name of County Wasco FAS No. -- Date 7/18/74
County Road Name Road to Wasco County Quarry
Section Name
Type of Project Bridge
Location of Project (Attach sketch map)
ADT N/A Design Speed N/A

Is this request for county bridge design only? Yes X No
county FAS bridge design? Yes No X
Will County hire consultant for this project? Yes No X
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type (AC, Pug Cold Mix, Penetration Mat) Total Travel Width
2. Shoulders: Type (AC, Pug Cold Mix, Oil Mat) Width Each Side
   Total Top Width
3. Grading & Drainage:
   By County County Date of Completion By Contract
4. Bottom Base Course:
   By County County Date of Completion By Contract
   Has base design been given to County? Yes No
   Will it be furnished? Yes No
5. Leveling Course:
   By County County Date of Completion By Contract
6. Binder Course:
   By County County Date of Completion By Contract
7. Traveled Surface & Shoulders:
   By County County Date of Completion By Contract
8. Clearing:
   By County County Date of Completion By Contract
9. Curbs:
   Curbs Required? Yes No
   Type Desired (rolled, exposure, monolithic, special county standard, etc.)
   Width between curbs

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____No_____
If answer is No, which of the following applies?
Contrary to public safety_____Cost excessive to need or use_____
Sparse population_____Area exempt from bike law_____
What is desired width of trail or walkway_____ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____No_____

12. Will replacement be by: County_____Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____

By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No_____

25. Will detour be constructed and maintained by County? Yes_____No_____

26. Will detour be constructed & maintained by Contractor? Yes_____No_____

27. Will County sign project outside work area during construction?
Yes_____No_____

28. Will Contractor sign project outside work area during construction?
Yes_____No_____

29. Should contract provide for permanent signing? Yes_____No_____

30. Should State do permanent signing? Yes_____No_____

31. Will traffic signals be required? Yes_____No_____
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream Fifteen Mile Creek

2. Name of bridge West Bridge

3. Dimensions of existing bridge. Length N/A Roadway Width N/A

4. Type of design and material used in existing bridge. N/A

5. Location (please attach map with location marked):
Section 12 Township 2 South Range 12 East W.M.

6. Desired width of proposed bridge 12' Approx. length 35'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No_____
Upstream_____ Downstream_____ Width_____

8. Does County wish a particular type of bridge design? Yes X No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Concrete reinforced slab

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No X
Explain_____

10. Foundation Testing: By County? Yes_____ No_____
By State? Yes X No_____

11. Will County close road during construction? Yes X No_____

12. Can presently established road be used as detour? Yes X No_____

13. Must a new detour be constructed? Yes_____ No X

14. Will detour be constructed & maintained by County? Yes X No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No X

16. Will County sign project outside work area during construction?
Yes_____ No X

17. Will Contractor sign project outside work area during construction?
Yes X No_____

18. Approaches or Connections by County Yes X No_____
by Contractor Yes_____ No_____
Traveled surface: Type Gravel Width_____
Shoulder surface: Type_____ Width_____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____ No X

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. **Guardrail:** Desired on approaches or connections: Yes_____ No X
By County _____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:** Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No X
By Contractor? Yes X No_____

23. Will any of the following utilities be attached to this structure?

a. Water mains: Yes_____ No X Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No X Size_____
Company_____
c. Storm sewer: Yes_____ No X Size_____
Company_____
d. Gas mains: Yes_____ No X Size_____
Company_____
e. Power lines: Yes_____ No X Size_____
Company_____
f. Telephone lines: Yes_____ No X Size_____
Company_____
g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No X

25. Does County wish lightpost bases and conduit installed?
Yes_____ No X

26. Does County wish complete job of illumination in project?
Yes_____ No X

27. Is project contingent upon other factors? Yes_____ No X
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

_____

_____

_____

Remarks re Section II: _____

_____

_____

_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes X No _____
   By Consultant? Yes _____ No _____
   By County? Yes _____ No _____
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes X No _____

3. Construction plans and specifications to be prepared:
   By State? Yes X No _____
   By Consultant? Yes _____ No X
   By County? Yes _____ No X

4. Does County desire center line to be permanently monumented as part of project? Yes _____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes _____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must he refunded to State.)

_____

_____

_____

_____

_____

_____

_____

IV. RIGHT-OF-WAY & UTILITIES DATA

Egress and ingress easement

1. What is width of existing right-of-way? Maximum _____ Minimum _____.

2. Is any additional right-of-way needed? Yes_____ No_X_

3. Should State prepare options? Yes_____ No_X_

4. Should State negotiate & acquire right-of-way in behalf of County? Yes___ No_X_

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No_X_

6. Should material source site be included in right-of-way descriptions? Yes_____ No_X_

7. Is there any merchantable timber on right-of-way? Yes_____ No_X_

8. Will timber be reserved for owner? Yes_____ No_X_
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_X_

10. Is a hearing necessary? Yes_____ No_X_
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No_X_
If yes, give type and name of utility company:_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes_____ No_X_
If yes, give type and name of utility company:_____

13. Are utilities on existing right-of-way by permit _____ or by franchise_____
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No_X_
If yes, give name of irrigation company or district_____
and dates between which water can be turned off: From_____
To_____

15. Are there any railroad crossings? Yes_____ No_X_

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry X Cinders _____

2. Owner: County _____ State _____ Private _____ Other X

3. Location: _____ Section 12 Township 2 South Range 12 E. W.M.

4. If County lease, what are royalty payments? .05 per Cu. yd.

5. Materials furnished by County: Borrow X Select Topping _____
Base Course _____ Level Course _____ Mineral Agregates _____
Location _____
Miscellaneous Items _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $_____

2. Available PAS Funds $_____

3. Does County wish advancement of future Federal funds? Yes _____ No _____
Amount _____

4. Date match money is available _____

5. Will there be any 100% County money? Yes _____ No _____

6. Maximum amount of 100% County money available: $_____

7. Date County requests letting: _____

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman

By _____
County Commissioner

By _____
County Commissioner

By _____
County Engineer or Roadmaster

County Wasco

Date July 24, 1974

_____
O.S.H.D. Field Engineer

Date 8-6-74

Sh 1 of 5 Sheets

Form Approved
OMB No. 116-RO254

OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT
(Under Public Law 606, 91st Congress)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.)
Wasco County

2. DISASTER DECLARATION DATE
1-25-74

3. STATE
Oregon

4. COUNTY
Wasco

5. INSPECTION DATE
5-1-74

6. WORK CATEGORY (SEE DEFINITIONS)

a. EMERGENCY ☐ A ☐ B ☒ C-1 ☐ D-1 ☐ E-1 ☐ F-1 ☐ H-1 ☐ I-1
b. PERMANENT ☐ C-2 ☐ D-2 ☐ E-2 ☐ F-2 ☐ G ☐ H-2 ☐ I-2

c. ITEM NO.
51

7. MAP OR PHOTO REFERENCE NO.

8. WORK TO BE ACCOMPLISHED BY:
☒ a. Contract ☐ b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES
Private bridge across Fifteenmile Creek, SE of Dufur Mkt Rd 1 mile SW of Ramsey Hall, washed out

10. PERCENTAGE OF WORK COMPLETED TO DATE
0

11. DESCRIPTION OF DAMAGE
See attached

12. PROPOSED WORK
See Attached

RECEIVED
COUNTY & CITY SECTION
JUL 30 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
560	Sq Ft	Structure 35' x 16'	$20.00	$11,200
1	Lump Sum	Wing Walls (pile encasement)	All Req'd	3,000
50	CY	Riprap	5.00	250
		Engineering & ~~Contingencies~~ 20% Design & Supervision		2,890
		See estimate prepared by R. Willman for a bridge considered adequate to meet the need under Category C-1		$13,110.00
			TOTAL ESTIMATED COST	$17,340

14. INSURANCE COVERAGE ☐ YES ☒ NO AMOUNT

15. RECOMMENDATION

a. ELIGIBLE	b. INELIGIBLE (Explain Separately)	c. FEDERAL INSPECTOR (Signature & Agency Name)	d. DATE
☐	☒	R. W. Pillsbury, Federal Highway Admin	5-7-74

16. CONCURRENCES

☐ a. YES ☐ b. NO	c. STATE INSPECTOR (Signature) Norman L. Oliva	d. AGENCY OR OFFICE Oregon State Highway Admin	e. DATE 5/15/74
☐ a. YES ☐ b. NO	c. REPRESENTATIVE OF APPLICANT (Signature) Rex Kniesteadt		d. DATE 4/15/74

Form OEP 164
April 1973

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN MANUAL FOR FEDERAL OFFICIALS, OEP CIRCULAR 4000.6B

COPY NO. 1—OEP COPY

RE.I..D ESTIMATE FOR WASCO COUN.
Item No. 51 as prepared by R. Willman
Of FDAA Region 10, Seattle, Washington :

As the preposed structure must meet the criteria of Category C-1 because it must be a minimum type but adquately Safe bridge. The width may not exceed that which will adequately accommodate the County's dump trucks and front end loaders and that of local farmer's equipment. Side rails are not considered a required safety feature in this area, thererfore 8",10", or 12" guard at each end of wood or other material is considered adequate. Concrete slabs will probably be installed for deck/superstruture which comes in 4' widths; therefore only 3 4' slabs will provide a 12' wide structure for a net of 10' which is adequate for emergency-tempory use at bridge by county and the local farmers. The following revised breakdown and total is therefore appropriate:

Structure, 35'x 12'------420 sq. ft. @ $20.00----------	$ 8,400.00
Pile encasement (concrete) with wing walls, all required for------1 L.S. @ $3,000.00----------	3,000.00
Riprap not eligible on a Category C-1 project (there is local rock at bridge site that may be used with a minimum expense by the county----------none-------	
Total Construction Cost in Field----------	$11,400.00
Plus Engineering design and supervision @ 15%----------	1,710.00
----------	$13,110.00
GRAND TOTAL----------	$13,110.00

RECEIVED
COUNTY & CITY SECTION
JUL 30 1974
☐ ENGR. ☐ CODR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Fifteenmile Creek Bridge
Item 51

11 & 12:

The small private timber bridge across Fifteenmile Creek washed completely out. It evidently was about 35 feet long and perhaps 10-feet wide. The unimproved road to the bridge served the property across the creek and a rock borrow site. There was a corral and some old farm equipment across the creek. A good ford across the stream was located adjacent to the bridge site.

The County indicated that they have a lease on the borrow which they intend to renew. They plan to use the rock on a road project in the area this year.

The landowner is believed to be the person requesting reconstruction of the bridge, although the County has indicated that they will take it over for maintenance.

I do not believe this project meets the requirements on page 24 of the Eligibility Handbook - 3300.2. I can not recommend this as an eligible project.

RECEIVED
COUNTY & CITY SECTION
JUL 30 1974
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Sheet 1 of ___ Sheets

Form Approved
OMB No. 116-RO254

OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT
(Under Public Law 606, 91st Congress)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.)
Wasco County

2. DISASTER DECLARATION DATE
1-25-74

3. STATE
Oregon

4. COUNTY
Wasco

5. INSPECTION DATE
5-1-74

6. WORK CATEGORY (SEE DEFINITIONS)
a. EMERGENCY ☐ A ☐ B ☒ C-1 ☐ D-1 ☐ E-1 ☐ F-1 ☐ H-1 ☐ I-1
b. PERMANENT ☐ C-2 ☐ D-2 ☐ E-2 ☐ F-2 ☐ G ☐ H-2 ☐ I-2

c. ITEM NO.
51

7. MAP OR PHOTO REFERENCE NO.

8. WORK TO BE ACCOMPLISHED BY:
☒ a. Contract ☐ b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES
Private bridge across Fifteenmile Creek, SE of Dufur Mkt Rd 1 mile SW of Ramsey Hall, washed out

10. PERCENTAGE OF WORK COMPLETED TO DATE
0

11. DESCRIPTION OF DAMAGE
See attached

12. PROPOSED WORK
See Attached

See Revised

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
~~560~~	Sq Ft	Structure 35' x 16'	$20.00	$11,200
1	Lump Sum	Wing Walls	All Req'd	3,000
50	CY	Riprap	5.00	250
		Engineering ~~& Contingencies~~ Design + Super. 20%		2,890
		TOTAL ESTIMATED COST		$17,340

14. INSURANCE COVERAGE ☐ YES ☒ NO AMOUNT _____

15. RECOMMENDATION
☐ a. ELIGIBLE ☒ b. INELIGIBLE (Explain Separately)
c. FEDERAL INSPECTOR (Signature & Agency Name) R. W. Pillsbury, Federal Highway Admin
d. DATE 5-7-74

16. CONCURRENCES
☐ a. YES ☐ b. NO
c. STATE INSPECTOR (Signature) Norman L. Oliva
d. AGENCY OR OFFICE Oregon State Highway Admin
e. DATE 5/13/74
☐ a. YES ☐ b. NO
c. REPRESENTATIVE OF APPLICANT (Signature) Rex Kniesteadt
d. DATE 5/14/74

Form OEP 164
April 1973

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN MANUAL FOR FEDERAL OFFICIALS, OEP CIRCULAR 4000.6B

COPY NO. 3 – OEP COPY

Fifteenmile Creek Bri
Item 51

11 & 12:

The small private timber bridge across Fifteenmile Creek washed completely out. It evidently was about 35 feet long and perhaps 10-feet wide. The unimproved road to the bridge served the property across the creek and a rock borrow site. There was a corral and some old farm equipment across the creek. A good ford across the stream was located adjacent to the bridge site.

The County indicated that they have a lease on the borrow which they intend to renew. They plan to use the rock on a road project in the area this year.

The landowner is believed to be the person requesting reconstruction of the bridge, although the County has indicated that they will take it over for maintenance.

I do not believe this project meets the requirements on page 24 of the Eligibility Handbook - 3300.2. I can not recommend this as an eligible project.

Wasco County
5TH & WASHINGTON STREET
THE DALLES, OREGON 97058

May 20, 1974

STATEMENT ON PRIVATE BRIDGE ON FIFTEEN MILE CREEK, SOUTHEAST OF DUFUR MARKET ROAD, ONE MILE SOUTHWEST OF RAMSEY HALL, WASHED OUT.

The owner of the property, Wilbur West, has requested assistance for the reconstruction of this bridge. Mr. West does not have the resources to construct a bridge sufficient to provide for safe use by the public.

The bridge serves as an access route to land south of Fifteen Mile Creek for Mr. West and two neighbors. The bridge would serve the community at large by providing access to a material source Wasco County has had leased since 1969. Wasco County proposes to use the source for a major reconstruction project of four miles of Dufur Market Road in the immediate future.

There are no other bridges across Fifteen Mile Creek that will give access to this property. The bridge is essential for the safe crossing of the stream as the ten-year average storm has a run-off of 1;500 cubic second feet, precluding any attempt for safe fording of this stream.

The funding of this bridge will in no way obligate the Federal Government to fund further emergency work or maintenance.

Wasco County agrees to maintain this bridge until such time as this route no longer serves a public purpose.

REX KNIESTEADT
Roadmaster

The Dalles, Oregon
May 15, 1974

I do not believe that the eligibility of this type of project lies within the expertise of inspection personnel. Proper evaluation should be made by regional personnel.

REX KNIESTEADT
Wasco County Roadmaster

NORM OLIVA
Oregon State Highway Division

Bridge site and well used ford.
Quarry in background.

Looking upstream across creek.
Stock corral in background.

8102 Pleasant Valley Int.-Bubbs 1975
Ranch Sec. Old Oreg. Trail
(grade, pave, guardrail, sign)

103

9

June 21, 1978

Mr. Charles C. Flower
Suite 2, Yakima Legal Center
303 East "D" Street
Yakima, WA 98901

Dear Mr. Flower:

Thank you for your letter of June 7, 1978, concerning Superior Asphalt & Concrete Company vs. Watson Asphalt Paving Co., Inc., on Contract Nos. 8102 and 8111.

We acknowledge the following notices of Release and Satisfaction of Superior Asphalt & Concrete Company signed by Albert DeAtley, Treasurer:

Contract No. 8102, Pleasant Valley Interchange-Bubbs Ranch Section of the Old Oregon Trail in Baker County.

Contract No. 8111, North Powder-Baldock Slough Section of the Old Oregon Trail in Union and Baker Counties.

Our records indicate that the Superior Asphalt & Concrete Company claim was filed against Contract No. 8102 in the amount of $46,996.71. The claim was filed on February 11, 1977, in the Secretary of State's Office and was assigned File No. 5179.

This information is being noted in our records and we are advising the prime contractor and surety of the receipt of your letter.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:dda

cc Watson Asphalt Paving Co., Inc.
P. O. Box 845
Redmond, WA 98502

Safeco Insurance Co. of America
1500 S.W. First Avenue
Portland, OR 97201

CHARLES C. FLOWER
JOHN C. MONTER

LAW OFFICE OF
CHARLES C. FLOWER, P.S.
SUITE 2, YAKIMA LEGAL CENTER
303 EAST "D" STREET
YAKIMA, WASHINGTON 98901
(509) 248-9084

June 7, 1978

Mr. Cecil W. Head
Oregon Transportation Commission
121 Transportation Building
Salem, Oregon 97310

RE: Superior Asphalt & Concrete Co. vs. Watson Asphalt Paving Co., Inc.
Contracts No. OSHD8102 and 8111

Dear Mr. Head:

Enclosed for filing with your office and if necessary, with the Secretary of State's office are claimant's original Release of claims against retained contract proceeds and Watson's payment bond on this job.

Let me know if you need additional information.

Kindest regards,

Charles Flower

CHARLES C. FLOWER

CCF:pk

Enclosures

RECEIVED
JUN 9 1978
COMMISSION
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

RELEASE AND SATISFACTION

TO: Secretary of State
State of Oregon
Salem, Oregon

AND TO: Oregon State Highway
Division and Department
Salem, Oregon

NOTICE IS HEREBY GIVEN that the claim of Superior Asphalt and Concrete Company, a Washington corporation, filed against the retention held on account of the work of Watson Asphalt Paving Co., Inc. for the work of Pleasant Valley Interchange - Bubb's Ranch Section of Old Oregon Trail in Baker County, Oregon, Contract No. OSHD 8102, has been satisfied, compromised and settled and is hereby released and discharged.

DATED this 6th day of June, 1978.

SUPERIOR ASPHALT AND CONCRETE CO.

By _____
Albert DeAtley, Treasurer

P. O. Box 1602
Yakima, Washington

RECEIVED
JUN 1978
COMMISSION
DEPARTMENT OF TRANSPORTATION

STATE OF WASHINGTON)
) ss.
County of King)

On this 6th day of June, 1978, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn personally appeared ALBERT DeATLEY, to me known to be the Treasurer of SUPERIOR ASPHALT AND CONCRETE CO., the corporation that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that he is authorized to execute the said instrument and that the seal affixed is the corporate seal of said corporation.

WITNESS my hand and official seal hereto affixed the day and year in this certificate above written.

Patricia A. Kester
Notary Public in and for the
State of Washington, residing
at Yakima.

RELEASE AND SATISFACTION

TO: Secretary of State
State of Oregon
Salem, Oregon

AND TO: Oregon State Highway
Division and Department
Salem, Oregon

NOTICE IS HEREBY GIVEN that the claim of Superior Asphalt and Concrete Company, a Washington corporation, filed against that certain bond taken from Safeco Insurance Company of America, as surety, by Watson Asphalt Paving Company, Inc., as principal, for the work of Pleasant Valley Interchange - Bubb's Ranch Section of Old Oregon Trail in Baker County, Oregon, Contract No. OSHD 8102, and the attendant costs and attorneys' fees therein claimed, has been satisfied, compromised and settled and is hereby released and discharged.

DATED this 16th day of June, 1978.

SUPERIOR ASPHALT AND CONCRETE CO.

By _____
Albert DeAtley, Treasurer

P. O. Box 1602
Yakima, Washington

STATE OF WASHINGTON)
) ss.
County of King)

On this 6th day of June, 1978, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn personally appeared ALBERT DeATLEY, to me known to be the Treasurer of SUPERIOR ASPHALT AND CONCRETE CO., the corporation that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that he is authorized to execute the said instrument and that the seal affixed is the corporate seal of said corporation.

WITNESS my hand and official seal hereto affixed the day and year in this certificate above written.

Patricia A. Kester
Notary Public in and for the State of Washington, residing at Yakima.

8102

8

May 8, 1978

Kobin and Meyer
Attorneys at Law
610 S.W. Alder Street
Portland, OR 97205

Attention: John Spencer Stewart

Gentlemen:

This will acknowledge receipt of your letter of April 28, 1978, on behalf of Sealant Systems, Inc., with attached release of all claims by Madden Construction Supply Co., Inc., pertaining to Peter Kiewit Sons' Company Contract No. 8058 and Watson Asphalt Paving Company, Inc., Contract No. 8102.

This information will be noted in our records and we will advise the contractors and sureties of the release of all claims.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

CWM:fhm

cc Peter Kiewit Sons' Co.
The Aetna Casualty & Surety Co.
Watson Asphalt Paving Co., Inc.
Safeco Ins. Co. of America

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

NORMAN S. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART

LEO LEVENSON
OF COUNSEL

F. GORDON ALLEN
STEVEN MARK LEVY
DAVID R. TRACHTENBERG
JOSEPH A. YAZBECK, JR.
ELIZABETH YEATS

April 28, 1978

Mr. C.W. Head
Commission Services
Department of Transportation
Transportation Building
Salem OR 97310

RE: Oregon State Highway Division Contract
Numbers 8058 and 8102

Dear Mr. Head:

We are attorneys for Sealant Systems, Inc. and enclose herewith a Release of All Claims executed by Madden Construction Supply Co. dated October 13, 1977. We would appreciate your entering this satisfaction of claim on your records.

We understand that predicated upon this release, the Highway Department will release securities held for Peter Kiewit Sons' Co. on these projects.

Thank you.

Very truly yours,

KOBIN & MEYER

John Spencer Stewart

Enclosure
cc: C.M. Burdette

RECEIVED
MAY 1 - 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RELEASE OF ALL CLAIMS

FOR AND IN CONSIDERATION of the sum of $10,440.05, the undersigned does hereby release, discharge and exonerate PETER KIEWIT SONS CO., AETNA CASUALTY & SURETY CO., STATE OF OREGON DEPARTMENT OF TRANSPORTATION, SEALANT SYSTEMS, INC., UNITED PACIFIC INSURANCE COMPANY, their successors and assigns, of and from all claims, demand, causes of action and/or suits arising from any cause prior to the date of this release, including any claims relative to Oregon State Highway Division, Contract Nos. 8102 and 8058.

This Release represents a settlement by compromise and is not to be construed as an admission of any liability by SEALANT SYSTEMS, INC. and shall expressly bind the undersigned, its successors and assigns ~~and shall be binding upon the undersigned's supplier, WATSON BOWMAN~~, and by execution hereof the undersigned represents that it has the authority to bind ~~not only~~ MADDEN CONSTRUCTION SUPPLY CO., INC., ~~but also WATSON BOWMAN~~.

Dated this 13th day of October, 1977.

MADDEN CONSTRUCTION SUPPLY CO., INC.

By Robert E. Johnsen

State of Oregon)
) ss.
County of Multnomah)

Personally appeared Robert E. Johnsen who, being first duly sworn, did say that he is Vice President of Madden Construction Supply Co., Inc. and that he signed the foregoing Assignment by authority of its Board of Directors and that said instrument is his voluntary act and deed.

Dated this 13th day of October, 1977.

Before me:

Notary Public for Oregon
My commission expires: 4-1-81

RECEIVED
MAY 1 - 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9102

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

July 13, 1977

Rainier National Bank
Kirkland Office
PO Box 559
Kirkland, WA 98033

Attention: James R. Shiedeler,
Asst. Vice President

Re: Watson Asphalt Paving Co., Inc.
Contract 8102

This contract has been finalled. This releases the $10,000 TCD deposited in lieu of retainage on this project. This deposit may be released or transferred to another project.

Please notify this office as to the disposition of the deposit.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Watson Asphalt Paving Co.,Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

FILED
C.W. HEAD

8102

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

July 12, 1977

Rainier National Bank
Kirkland Office
PO Box 559
Kirkland, WA 98033

Attention: T. Hartman

Re: Watson Asphalt Paving Co.,Inc.
Contracts 8102 & 8209

We have received safekeeping receipt 34746 for TCD 52578 in the amount of $10,000 maturing August 1, 1977, applied to contract 8209 and TCD 52579 in the amount of $10,000 maturing August 1, 1977 applied to contract 8102.

This replaces safekeeping receipt 34733 which had $10,000 applied to contract 8102 and $10,000 applied to contract 8209.

Vernon E. Skoog,
Controller

by _____
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Watson Asphalt Paving Co.,Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

8102

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

July 12, 1977

Rainier National Bank
Kirkland Office
PO Box 559
Kirkland, WA 98033

Attention: T. Hartman

Re: Watson Asphalt Paving Co.,Inc.
Contracts 8102 & 8209

We have received safekeeping receipt 34746 for TCD 52578 in the amount of $10,000 maturing August 1, 1977, applied to contract 8209 and TCD 52579 in the amount of $10,000 maturing August 1, 1977 applied to contract 8102.

This replaces safekeeping receipt 34733 which had $10,000 applied to contract 8102 and $10,000 applied to contract 8209.

Vernon E. Skoog,
Controller

by _____
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Watson Asphalt Paving Co.,Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

102

June 27, 1977

Heisler & Van Valkenburgh
Attorneys at Law
214 East Fifth Street
The Dalles, OR 97058

Attention: M. D. Van Valkenburgh

Gentlemen:

Reference is made to your recent letter concerning Watson Asphalt Paving Company.

Watson Asphalt Paving Company, Inc., has performed three projects for this Department as prime contractors as follows:

Contract No. 8102, Pleasant Valley Interchange-
Bubbs Ranch Section in Baker County.
Awarded February 7, 1975
Completed October 29, 1976
Accepted June 7, 1977

Contract No. 8111, North Powder-Baldock
Slough Section in Union and Baker Counties.
Awarded February 7, 1975
Completed July 25, 1975
Accepted January 29, 1976

Contract No. 8209, East Hood River Interchange-
Rowena Section in Hood River and Wasco Counties.
Awarded May 29, 1975
Completed November 3, 1976
Not yet accepted

Our Construction Office shows no record of Watson Asphalt Paving Company subcontracting any work during the months of March and April 1977.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:flm

6-20-77

Re: Van Valkenburgh's 6-17 Letter

Cecil Head

Josh Sawyer says the last date the certified payrolls show Paul Mills is Aug. 6, 1976 for Contract 8209. The project was completed well before March of '77. This is the only recent job I can find Watson working on.

I show no consent for subcontr. work for Watson Asph. so it would appear the individual was not working on any of our jobs during the disputed period.

W. Richards

Original Attachments

xc: Josh Sawyer w attach
Region 4 " "

Heisler & Van Valkenburgh
ATTORNEYS AT LAW
214 EAST FIFTH STREET
THE DALLES, OREGON 97058

DONALD E. HEISLER
M. D. VAN VALKENBURGH
STANLEY D. HEISLER
J. THOMAS COATS

June 17, 1977

TELEPHONE: (503) 296-4654

Oregon State Highway Department
STATE OF OREGON
Salem, Oregon 97310

Gentlemen:

Please be advised that I am proceeding to file a Complaint for wages due Paul Henry Mills by Watson Asphalt Paving Co., Inc., of Redmond, Washington. It is my understanding that Watson Asphalt Paving Co., does work upon bid with the Oregon State Highway Department. Would you please advise me of any Highway work that they were doing during the months of March and April, 1977, in the State of Oregon.

Yours truly,

M. D. Van Valkenburgh

MDV:cb

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
JUN 20 1977
CONSTRUCTION
SECTION
Richards
Glenn
Berg

RECEIVED
STATE HWY ENGR
JUN 20 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Heisler & Van Valkenburgh
ATTORNEYS AT LAW
214 EAST FIFTH STREET
THE DALLES, OREGON 97058

DONALD E. HEISLER
M. D. VAN VALKENBURGH
STANLEY D. HEISLER
J. THOMAS COATS

TELEPHONE: (503) 296-4654

June 17, 1977

COPY

Watson Asphalt Paving Co., Inc.
Schroeders'
19220 N. E. 80th
Redmond, Washington 98052

Re: Paul Mills

Gentlemen:

Please find enclosed your check No. 10475 in the sum of $165.31. Mr. Mills denies taking any of your property and I have been authorized to file suit for wages unpaid and past due plus attorneys' fees and court costs.

Yours truly,

M. D. Van Valkenburgh

MDV:cb
Enclosure

cc: Oregon State Highway Department

June 14, 1977

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On June 8, 1977, we wrote to you concerning release of final payment on Contract No. 8102 awarded to Watson Asphalt Paving Company, Inc. for work on the Pleasant Valley Interchange-Bubbs Ranch Section of the Old Oregon Trail in Baker County.

The total contract amount is $3,408,197.04 including $162,247.94 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Watson Asphalt Paving Company, Inc.
P. O. Box 845
Redmond, WA 98502

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8102

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

June 10, 1977

Rainier National Bank
Kirkland Office
PO Box 569
Kirkland, WA 98033

Attention: T. Hartman

Re: Watson Asphalt Paving Co., Inc.
Contracts 8102 & 8209

We have received safekeeping receipt 34738 for TCD 52570 in the amount of $10,000 maturing July 1, 1977, applied to contract 8102 and TCD 52569 in the amount of $10,000 maturing July 1, 1977 applied to contract 8209.

This replaces safekeeping receipt 34733 which had $10,000 applied to contract 8102 and $10,000 applied to contract 8209.

Vernon E. Skoog, Controller

by _____
James J. Kinns
Contract Accounting Executive

JJK:njc

cc: Watson Asphalt Paving Co.,Inc.

bc: C. W. Head
R. Church
C. W. Barrett

NOTED
C. W. HEAD

8102

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 9, 1977

Rainier National Bank
Kirkland Office:
P.O. Box 559
Kirkland, Washington 98033

Attention: T. Hartman

Re: Watson Asphalt Paving Co.,Inc.
Contracts 8102 and 8209

We have received safekeeping receipt 34733 for TCD 52564 in the amount of $10,000 maturing June 1, 1977, applied to contract 8102 and TCD 52563 in the amount of $10,000 maturing June 1, 1977 applied to contract 8209.

This replaces safekeeping receipt 34726 which had $80,000 applied to contract 8102 and $10,000 applied to contract 8209.

Vernon F. Skoog
Controller

by _____
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Watson Asphalt Paving Co., Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

7102

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 25, 1977

Watson Asphalt Paving Co.,Inc.
19220 N.E. 80th
Redmond, WA 98052

Attention: Pete Schroeder

Re: Contract 8102

Retainage requirements on this contract have reduced to $10,000. You presently have $80,000 deposited in lieu of retainage on this project. $70,000 may be released.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Rainier National Bank

bc: C.W. Head
R. Church
C.W. Barrett

NOTED
C. W. HEAD

8102

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 15, 1977

Rainier National Bank
Kirkland Office
P.O. Box 559
Kirkland, WA 98033

Attention: James R. Shidler
Assistant Vice-Pres.&Manager

Re: Watson Asphalt Paving Co.,Inc.
Contracts 8102 and 8209

We hereby acknowledge receipt of safekeeping receipt 34726 in the amount of $90,000 replacing safekeeping receipt 34719 for $155,000.

There is no change in the amount of deposit on contract 8102. Contract 8209 is reduced from $75,000 to $10,000 in accordance with our letter of March 25th.

Vernon E. Skoog
Controller

by
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Watson Asphalt Paving Co., Inc.

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

8102

15

OREGON STATE HIGHWAY DIVISION

March 10, 1977

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Rainier National Bank
Kirkland Office
PO Box 559
Kirkland, WA 98033

Attention: James R. Shiedeler

Re: Watson Asphalt Paving Co., Inc.
Contracts 8102 and 8209

We hereby acknowledge receipt of safekeeping receipt 34719 in the amount of $155,000. This replaces safekeeping receipts 34713 and 34714.

There is no change in the amount of securities posted in lieu of retainage on these projects.

Vernon E. Skoog,
Controller

by _____
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Watson Asphalt Paving Co., Inc.

bc: C.W. Head
R. Church
C.W. Barrett (Att.)

NOTED
C. W. HEAD

8102

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 10, 1977

RECEIVED
MAR 11 3 39 PM '77

5184

FILED
MAR 11 1977
NORMA PAULUS
SECRETARY OF STATE

Peter Kiewit Sons' Co.
P. O. Box 1635
Walla Walla, WA 99362

Attention: Norman V. McKibben
Area Manager

3-16-77

Gentlemen:

This will acknowledge receipt of your letter of March 1, informing us that Watson Asphalt Paving Company, Inc. owes you for labor, rental of equipment and repairs to equipment in the amount of $1,688.20.

This appears to be in connection with the Watson Asphalt Paving Company, Inc. Contract No. 8102 in Baker County.

The Safeco Insurance Company of America furnished the bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this matter has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

RECEIVED
MAR 14 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:kkr

cc: Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Watson Asphalt Paving Company, Inc.
P. O. Box 845
Redmond, WA 98502

MAILED
C. W. HEAD

bc: Warren Richards
Secretary of State - please acknowledge receipt of this attached claim on the enclosed copy of this letter.

PETER KIEWIT SONS' CO.

CONTRACTORS
ESTABLISHED 1884

March 1, 1977

MAIN OFFICE: OMAHA, NEBR. 68131
1000 KIEWIT PLAZA

ADDRESS REPLY TO:
P.O. Box 1635
Walla Walla, WA 99362

Department of Transportation
Room 121
Salem, OR 97310

Attention: C. W. Head

Re: OSHD Contract #8102
Pleasant Valley Interchange to Bubbs Ranch Section

Dear Sir:

In reference to the above project, we wish to file a lien against Watson Asphalt Paving Company, the prime contractor, for cost of labor, rental of equipment, and repairs to equipment amounting to $1,688.20. These charges were invoiced to Watson Asphalt on November 26, 1975, on our invoice number 5063-17 in the amount of $1,386.53 and invoice #5063-18 dated December 9, 1975, in the amount of $301.67. To date we have not recieved payment on either of these invoices.

The surety on this contract is Safeco Insurance Company of America.

Your assistance in this matter is greatly appreciated.

For any further information required or clarified, contact either myself or Stan Stolte at the above address or call (509) 529-3390.

Very truly yours,

PETER KIEWIT SONS' CO.

Norman V. McKibben
Area Managar

SWS:gmf

cc: Safeco Insurance
Vancouver
WW File

NOTED
C. W. HEAD

RECEIVED
MAR 1 - 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8102

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

February 23, 1977

FROM: Warren Richards
Construction Office Engineer

SUBJECT: 9/19/75 Fatal Accident
Pleasant Valley-Bubbs Ranch
Contract 8102

TO: THE FILES

On 2/15/77 Ms. Kathy Reynolds, legal assistant with the law firm of Dezendorff, etc., telephoned to request permission to examine our file regarding the subject accident. She was particularly interested in any changes that may have been made as a result of the accident. She also wanted to know the name of individual employed by the Highway Division who would be most knowledgeable of the temporary direction and protection of traffic facilities that were in existance at the time of the accident.

I informed Ms. Reynolds that permission would have to be obtained from our legal council before our files could be made available. I gave her the name, business address, and telephone number of the project resident engineer and notified Frank Burnett that he might be receiving an inquiry from Ms. Reynolds.

The only reference to the accident I could find in the Construction Section job files was A. D. Vohland's 9-24-75 Memo to the File and a brief account of the accident in the project narrative. A copy of A. D. Vohland's 10-16-75 letter transmitting accident photographs and the Oregon State Police accident report was obtained and sent to Ass't. Attorney Walt Barrie on 2-17-77 along with a copy of the project narrative and A. D. Vohland's memo.

(The project Daily Progress Reports for the period beginning just prior to the accident and ending October 16, 1975 were reviewed by Dave Canfield and/or Bruce Walton but no information pertinent to the accident was discovered. No project diaries have been submitted but Burnett will attempt to locate and submit same.)

The data was returned with Mr. Barrie's consent to allow examination by Ms. Reynolds. She examined the material at the Construction Section on 2-18-77 and was given copies of same. She was also given copies of Sheet No. 2G-2 of the project plans and of pgs. 1 thru 6 of the contract provisions. She was then directed to the Specifications Unit so that she could purchase a copy of the Standard Specifications and was given a spare copy of the contract provisions by that unit.

WR:mk

cc: Walt Barrie
W. E. Schwartz
Frank Burnett
A. D. Vohland

RECEIVED
STATE HWY ENGR
FEB 23 '77
REFER TO
FOR
Info | Inves. | R/D | D/R | Sign | Act | File

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

TRIAL DIVISION
Salem, Oregon 97310
Telephone: (503) 378-6313
211 Transportation Building

February 18, 1977

Chubb/Pacific Indemnity Group
Lloyd Building
700 N. E. Multnomah
Portland, OR 97232

Attention: Robert Holman

RE: File #77806600
Date of Loss: 9-19-75

Dear Mr. Holman:

The law firm (Dezendorff etc., Portland, Oregon) representing Mr. Alfredson, re your above entitled file, has requested to see our records of the accident. As these records are public records and not priviledged I have made them available. Prior to doing so I discussed the matter with Marsha Morgans of your office and read to her pertinent parts of the file relating to the accident. Mr. Alfredson is suing Watson Asphalt Paving, the contractor at the construction and accident site, and not the state, as of this date, as I presume your file indicates. I talked to Kathy Reynolds, a legal assistant with the Dezendorff firm. She indicated that she would examine our files either on Friday, February 18th, or Tuesday February 22, 1977.

If you have any questions please let me know.

Sincerely yours,

Walter L. Barrie
Assistant Attorney General and Counsel

WLB:sjb

cc: John Leahy
Warren Richards

Routing
Keasey — Richards
Bond — Glenn
Jackmond — Berg
Harwood
Johnson
Walker

RECEIVED
FEB 18 1977
CONSTRUCTION
SECTION

Memo to File

Routing: Keasey, Bond, 2 Jackmond, 3 Harwood, Johnson, Walker

RECEIVED
OCT 2 1975
CONSTRUCTION SECTION

Richards, Glenn, Berg

OREGON STATE HIGHWAY DIVISION

September 24, 1975
Baker, Oregon

Subject: Pleasant Valley-Dubbs Ranch
Contract #8102
Bridge End Excavation

I discussed with Al Marwood this date, by telephone, the deletion of the "Bridge End Excavations". His desires are to delete the excavation if all possible. I informed him that we would be willing to do so and that I would contact our Region personnel and get their concurrence.

In analyzing the sub base material at the Durkee Interchange we felt that the sub base material (Limestone), was as good a material as any, inasmuch as it had set up and appeared to be a lime treated base. Also Frank Burnett and myself do not feel that we are correcting any slumping situation at the bridge ends by only removing a 15 inch depth.

Frank Burnett contacted Pat Schwartz by telephone and informed him of the desires to delete the bridge end excavations. Mr. Schwartz gave his approval to do so.

The main factor for deleting the excavations was the recent fatal accident at the Durkee structures, where the Bridge ends have been excavated.

Frank Burnett and myself discussed this proposal with Charlie Calkins and Joe Singleton of Watson Asphalt Paving Co., this date, and both expressed their concerns for the safety of the travelling public and were in agreement for the deletion of the Bridge End Excavations.

A.D. Vohland
A.D. Vohland
Assistant Resident Engineer

OK
BR

cc: Watson Asphalt Paving Co., Redmond, Wash.
Watson Asphalt Paving Co., Baker, Ore.
C.T. Keasey, Construction Engineer
W.E. Schwartz, Region Engineer

After the paving was completed, the contractor worked through October 29, 1976, which completed the project. During this time shoulder aggregates were hauled & processed. Gravel blanket placed in ditches for erosion control, seeding and mulching and general cleanup of project took place.

The efforts of the contractor were rewarded by the Asphalt Paving Association of Oregon and Highway Officials awarding this project first place for the smoothness category and second place for Best Overlay Project in the state.

This project was responsible for one traffic fatality. The contractor excavated the bridge ends of the Durkee Interchange structures. The reason being to correct a slumping situation at the bridge ends. At these structures a detour was utilized as per the plans, to route the traffic over the off and on ramps of this interchange. On the morning of the 19th of September, 1975 a Volkswagon sedan drove through the barricades, continued some 400 - 500 feet through the excavated area and hit the bridge end beam. This resulted in the death of the passenger several days after the accident.

The bridge end excavations were deleted from the contract for the remaining structures. This was in the intrest of safety to the traveling public plus the material used to make the embankments appeared to be stable.

CORAL CORPORATION: Subcontractor for guard rail, signing and fence.

This subcontractor worked very nicely with every individual on the project. The cooridination between the contractor and this subcontractor appeared to be very good.

The only comment I have about their work is in relation to our specifications. By virtue of the overlay program, which is nearly complete, we ask the guard rail to be moved or installed temporarily until such time as the paving is complete. After completing the paving the guard rail is then brought to final adjustment.

On both of our overlay projects in this area, we experienced a great difficulty in establishing guard rail grades which would meet the design heights after the overlay. On both projects we wrote price agreements and adjusted the height in various locations throughout the project. This particular project required over 3, 000 feet of rail to be adjusted at our expense. Nearly all of the guard rail, which was remain in place, with no work necessary by the contractor, required an adjustment as it was too low after paving. In talking to different personnel throughout the State, find that this same problem has occured throughout the state. Also I don't feel the alignment is as good as it should have been, both horizontally and vertical. This again is evident throughout the state.

Possibly the only way or at least one way to correct this problem, is to have the guard rail removed from the project and reinstalled after completion of the paving. We could then establish a more positive control for the guard rail.

8102

1

OREGON STATE HIGHWAY DIVISION

February 11, 1977

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Rainier National Bank
Kirkland Office
PO Box 559
Kirkland, WA 98033

Attention: James R. Shideler
Assistant Vice President
and Manager

Re: Watson Asphalt Paving Co.
Contracts 8102 and 8209

Retainage requirements on these projects have been reduced to $80,000 for contract 8102 and $75,000 for contract 8209, thereby releasing the states interest in the amount of those securities deposited that exceeds the $155,000.

Vernon E. Skoog
Controller

By _____
James J. Kinns
Contract Payments Executive

JJK:mm

cc. Watson Asphalt Paving Co. Inc.--Pete Schroeder

bc: C.W. Head
R. Church
C.W. Barrett

8102

OREGON STATE HIGHWAY DIVISION

February 11, 1977

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Rainier National Bank
Kirkland Office
P.O. Box 559
Kirkland, WA 98033

Attention: James R. Shideler
Assistant Vice President
and Manager

Re: Watson Asphalt Paving Co.
Contracts 8102 and 8209

Safekeeping receipts 34713 for $121,000 and 34714 for $150,000 have been received. These replace receipts 34706 for $150,000 and 34707 for $121,000 (attached to release letter).

There is no change in the total amount of deposits in lieu of retainage on these contracts.

Vernon E. Skoog
Controller

By _____
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Watson Asphalt Paving Co., Inc.

bc: C.W. Head
R. Church
C.W. Barrett Att.

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8102

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

February 9, 1977

HIGHWAY BUILDING • SALEM, OREGON • 97310

Watson Asphalt Paving Co., Inc.
19220 N.E. 80th
Redmond, WA 98052

Attention: Pete Schroeder

Re: Contract 8102 and 8209

Retainage requirements on contract 8102 have been reduced to $80,000. You presently have $121,000 deposited in lieu of retainage on this project. $41,000 may be released or transferred to another project. (A post semifinal estimate is in process to refund the retainage withheld in excess of the $121,000 securities posted).

Retainage requirements on contract 8209 have been reduced to $75,000. You presently have $150,000 deposited in lieu of retainage on this project. $75,000 may be released or transferred to another contract.

Please notify this office as to the disposition of the excess deposits.

Vernon E. Skoog
Controller

By _____
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Rainier National Bank--James R. Shideler

bc: C.W. Head
R. Church
C.W. Barrett

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8102

files

Department of Transportation

ROBERT W. STRAUB
GOVERNOR

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

RECEIVED
FEB 11 8 30 AM '77

February 8, 1977

Charles C. Flower
Suite 2, Yakima Legal Center
303 East "D" Street
Yakima, WA 98901

NOTED ON C.M.D.
2-15-77

#5179

FILED
FEB 11 1977
NORMA PAULUS
SECRETARY OF STATE

Dear Mr. Flower:

Reference is made to your letter of January 27 with attached Notice of Claim of Superior Asphalt & Concrete Co. advising that they have a claim for crushed aggregate-rock material in the amount of $46,996.71 against Watson Asphalt Paving Company, Inc., and their surety.

This appears to be in connection with the Watson Asphalt Paving Company, Inc., Contract No. 8102, Pleasant Valley Interchange-Bubbs Ranch Section in Baker County.

The Safeco Insurance Company of America furnished the bond on this contract. We will advise the surety of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

RECEIVED
FEB 11 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:sr

cc Safeco Insurance Company of America
1500 S.W. First Ave.
Portland, OR 97201

Watson Asphalt Paving Company, Inc.
P. O. Box 845
Redmond, WA 98502

NOTED
C. W. HEAD

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Mr. Cecil F
Oregon Tra
121 Transp
Salem, Oreg

RE: S
C

Dear Mr. He

Enclos
Asphalt's "N
on the above

Would y
Secretary of
verification

We appr

CCF:pk

Enclosure

LAW OFFICE OF
CHARLES C. FLOWER
SUITE 2, YAKIMA LEGAL CENTER
302 EAST "D" STREET
YAKIMA, WASHINGTON 98901
(509) 248-9084

January 27, 1977

Mr. Cecil W. Head
Oregon Transportation Commission
121 Transportation Building
Salem, Oregon 97310

RE: Superior Asphalt & Concrete Co. vs. Watson Asphalt Paving Co., Inc.
Contract No. OSHD 8102

Dear Mr. Head:

Enclosed are an original and two (2) copies of Superior Asphalt's "Notice of Claim" against Watson Asphalt Paving Co. on the above-numbered contract-job.

Would you please file the original with the Oregon Secretary of State, a copy with your Commission and send us verification of filing with both agencies.

We appreciate your assistance and cooperation.

Kindest regards,

Charles Flower

CHARLES C. FLOWER

CCF:pk

Enclosures

cc: Superior Asphalt
Tom Ferguson, Esq.

RECEIVED
JAN 31 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: SECRETARY OF STATE
STATE OF OREGON
SALEM, OREGON

OREGON STATE HIGHWAY COMMISSION & DEPARTMENT
SALEM, OREGON

NOTICE IS HEREBY GIVEN that the undersigned, SUPERIOR ASPHALT & CONCRETE CO., a Washington corporation, has a claim in the sum of Forty Six Thousand Nine Hundred Ninety Six Dollars and Seventy-One Cents ($46,996.71) against Watson Asphalt Paving Co., Inc., a Washington corporation, P. O. Box 845, Redmond, Washington, 98052, and against the bond taken from Safeco Insurance Co. of America for the work of Pleasant Valley Interchange - Bubb's Ranch Section of Old Oregon Trail in Baker County, Oregon, Contract No. OSHD 8102. This claim is for crushed aggregate-rock material supplied and furnished by Claimant to Watson Asphalt Paving Co. in its performance of the above-described contract.

In the event the above Claim is not settled and paid without an action of the Courts to enforce the same, in addition to the above item, the undersigned claims the sum of Four Thousand Five Hundred Dollars ($4,500.00) as an attorneys fee, and the sum of One Thousand Six Hundred Dollars ($1,600.00) to defray costs of such an action.

SUPERIOR ASPHALT & CONCRETE CO.

By: _____
JOHN B. SIMS, Vice-President and Secretary
P. O. Box 1602
Yakima, Washington 98907

RECEIVED
JAN 31 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICE OF
CHARLES C. FLOWER
SUITE 2, YAKIMA LEGAL CENTER
302 EAST "D" STREET
YAKIMA, WASHINGTON 98901
(509) 248-6423

STATE OF WASHINGTON)
: ss.
County of Yakima)

THIS IS TO CERTIFY that on this 28th day of January, 1977, before me, the undersigned, a duly commissioned Notary Public in and for said county and state, personally appeared JOHN B. SIMS, to me known to be the Vice-President and Secretary of SUPERIOR ASPHALT & CONCRETE CO., the corporation that executed the foregoing instrument and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument, and that the seal affixed is the corporate seal of said corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Charles C. Flowers
NOTARY PUBLIC in and for the State of Washington, residing at Yakima

8102

OREGON STATE HIGHWAY DIVISION

January 12, 1977

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Rainier National Bank
Kirkland Office
P.O. Box 559
Kirkland, WA 98033

Attention: D. Hansen

Re: Watson Asphalt Paving Co.
Contracts 8102 and 8209

Safekeeping receipts have received as replacements as follows:

Contract	New Receipt #	Amount	Replaces Receipt #	Amount
8102	34707	$121,000	34701	$121,000
8209	34706	150,000	34702	190,000

Receipt Nos. 34701 and 34702 are attached.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8102	$ 121,000	-0-	$121,000
8209	190,000	(40,000)	150,000

Vernon E. Skoog
Controller

By _____
James J. Kinns
Contract Payments Executive

JJK:mm

NOTED
C. W. HEAD

Attachments

cc: Watson Asphalt Paving Co.

bc: C.W. Head (Att.)
R. Church
C. Barrett (Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

SAFEKEEPING RECEIPT
NOT NEGOTIABLE Kirkland OFFICE Kirkland WASHINGTON

RAINIER NATIONAL BANK

34706

RECEIVED FROM Oregon State Highway Dept
and Watson Asphalt Paving Co., Inc

DATE December 31, 1976

COLLECT

Rainier National Bank Time Certificate of Deposit #49583, dated 12-31-76, in the amount of $150,000.00 for 30 days, with interest at 4 3/8%, maturing January 31, 1977

in lieu of retainage on #8209

INT.
PRIN.
CREDIT
REMIT

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.
PROPERTY LEFT FOR SAFEKEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

SD 1935 R6-76

Customer Signature

W. Kamm
Clerk

Authorized Signature

SAFEKEEPING RECEIPT
NOT NEGOTIABLE Kirkland OFFICE Kirkland WASHINGTON

RAINIER NATIONAL BANK

34707

RECEIVED FROM Oregon State Highway Dept
and Watson Asphalt Paving Co., Inc

DATE December 31, 1976

COLLECT

Rainier National Bank Time Certificate od Deposit #49584, dated 12-31-76, in the amount of $121,000 written for 31 days, with interest at 4 3/8%, maturing Januar;y 31, 1977

in lieu of retainage on #8102

INT.
PRIN.
CREDIT
REMIT

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.
PROPERTY LEFT FOR SAFEKEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

SD 1935 R6-76

Customer Signature

W. Kamm
Clerk

Authorized Signature

8102

5172

FILED
JAN 12 1977
NORMA PAULUS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

January 10, 1977

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

Baker Redi-Mix, Inc.
P. O. Box 825
Baker, OR 97814

Attention: Elwyn Walker

NOTED C[illegible]
1-13-77

Gentlemen:

Our Highway Division Regional Engineer's office in La Grande has forwarded to us a copy of your claim letter which states that Watson Asphalt Paving Company, Inc., owes you $28,688.01.

From the description given in your letter, this appears to be in connection with the Watson Asphalt Paving Company, Inc., Contract No. 8102, Pleasant Valley Interchange-Bubbs Ranch in Baker County.

The Safeco Insurance Company of America furnished the bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:sr

cc Safeco Insurance Company of America
1500 S.W. First Ave.
Portland, OR 97201

Watson Asphalt Paving Company, Inc.
P. O. Box 845
Redmond, WA 98502

RECEIVED
JAN 13 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED C. W. HEAD

bc Secretary of State ✓ - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
December 29, 1976

FROM: Dale D. Allen
Regional Construction Engineer

TO: C. T. Keasey
Construction Engineer

S A L E M

SUBJECT: Non-Payment of Bills by Contractor
Pleasant Valley Intchg.-Bubbs Ranch
Contract 8102
Baker County

Attached is correspondence from the Resident Engineer on the above project indicating non-payment of bills totaling $43,538.53.

Please forward the required information to Cecil Head and furnish his office with the status of contract payments.

The largest bill, in the amount of $28,688.01, is from the commercial asphalt plant in Baker, Baker Redi-Mix, Inc. What happened on the project was that the subcontractor on the crushing, Superior Asphalt, did not crush enough material to complete the project. This made it necessary for Watson Asphalt to enter into a subcontract with Baker Redi-Mix to furnish several thousand yards of material to finish the job. The prime contractor is apparently holding Superior Asphalt responsible for the extra costs.

The Resident Engineer indicated he discussed these bills with the prime contractor, and the other three bills would be paid the week of December 27, 1976.

DDA/dlm
Attachments

cc: P. F. Burnett

Gross Retainage is #162,012.94
of which #41,012.94 is in cash.
dlk

xc: Cecil Head
R. Church

1 Keasey
2 Bond
Jackmond
Harwood
Johnsen
Walker

RECEIVED
DEC 30 1976
CONSTRUCTION SECTION

FORM E.30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon

DATE December 28, 1976

TO W. E. Schwartz
Region Engineer

FROM P. F. Burnett
Resident Engineer

RE ☐ RCE ☐ RBE ☐ RME ☐
RDE ☐ DEC 29 1976 ☐
RDE ☐ RECEIVED REGIONAL OFFICE ☐

SUBJECT Pleasant Valley Intchg. - Bubbs Ranch
Contract 8102
Non Payment of Bills by Contractor

We have received quite a number of complaints from local firms that Watson Asphalt Paving Co., Inc. has failed to pay for materials, supplies and labor.

Attached you will find the following bills:

Wooters OK Tire Store	$ 6,449.68 ✓
McNiel Auto Parts, Inc.	908.39 ✓
Baker Redi-Mix, Inc.	28,688.01 X
Larry Raley Excavation	7,492.44 X
TOTAL	$ 43,538.52

Am not sure what has been retained by contract payments on this project, but thought that contract payment section should be aware of these outstanding bills of Watson Asphalt Paving Co., Inc.

You will note that two of above firms, i.e., Baker Redi-Mix, Inc. and Larry Raley Excavation have given notice of intent to take legal action to collect their bills.

Talked to Pete Schroeder of Watson Asphalt Paving Co. this date and he advised that Wooters, McNiel Auto Parts and Larry Raley would be paid this week. As for Baker Redi-Mix, Inc. they (Watson Asphalt Paving Co.) are holding their subcontractor on crushing, Superior Asphalt, responsible for running out of Class "E" paving aggregate, so it may be awhile before this account(Baker Redi*Mix) is settled.

Telephone (503) 523-4447

BAKER REDI-MIX, Inc.
CONCRETE - SAND & GRAVEL - ASPHALT
P. O. BOX 825
BAKER, OREGON 97814

December 23, 1976

Oregon State Highway Dept.
1050 S. Bridge
Baker, Oregon 97814

Att: Frank Burnett
Resident Engineer

Re: Pleasant Valley Intch.-Bubbs Ranch Section
Old Oregon Trail Highway
Baker, County
Contract No. 8102

On Sept. 10, 1976 Watson Asphalt issued Baker Redi-Mix, Inc. Purchase Order No. 7601 for supplying approximately 8000 tons of "E" Rock at $3.50 per ton loaded into Watson's trucks at Baker Redi-Mix plant. During the period 9-10-76 through 9-30-76 a total of 8078.05 tons was furnished at a total charge of $28,273.18.

On Oct. 8, 1976 a load of C-Mix was ordered by Watson. The mix, haul, and standby time for truck totaled $414.83.

As of this date we have received no compensation from Watson Asphalt for any of this work. Regular statements have been submitted, and several personal contacts have been made in an attempt to resolve this, with no success.

Therefore, we hereby make a claim in the amount of $28,688.01 against this contract for these monies owing to us by Watson Asphalt Paving Co., Inc.

Sincerely,

Elwyn Walker

Elwyn Walker
Baker Redi-Mix, Inc.
EW/bl

cc: Watson Asphalt

RECEIVED
DEC 27 1976
P. F. BURNETT
Resident Engineer

JOHN L. JACOBSON, P.C.
LAWYER
1945 Washington Avenue
Baker, Oregon 97814
(503) 523-3666

JOHN L. JACOBSON
J. DAVID COUGHLIN

TELEPHONE 523-3666
AREA CODE 503

December 21, 1976

Watson Asphalt & Paving
P. O. Box 845
Redmond, Washington 98052

re: Larry Raley Excavation
Hwy. 1-80N - job site

Attention: Pete Schroeder

Dear Mr. Schroeder:

You were to telephone me on the afternoon of December 20, 1976. You failed to do so. The balance that is now due and owing Larry Raley Excavation is $7,[illegible]02.44. If we do not receive your check by December 27, 1976, we will bring legal action to collect it.

Very truly yours,

John L. Jacobson

JLJ:mls

CC: Larry Raley Excavation
Oregon State Highway Dept.
Resident Engineer

RECEIVED
DEC 23 1976
P. F. BURNETT
Resident Engineer

McNEIL AUTO PARTS, INC.

2200 MAIN ST.

BAKER, OREGON, 97814

December 17, 1976

Oregon State Hwy. Dept.
Resident Engineer
1050 S. Bridge St.
Baker, Ore. 97814

Dear Sir:

I am enclosing photostat copies of the monthly statements for Watson Asphalt Paving co. of P.O. Box 845, Redmond, Wn., 98052. These statements are from June-November, 1976. The June statement has a balance due of $9.03, which is a balance carried forward from 1975 when they were working in the area. The most recent statement of November, 1976 has a balance due and payable of $908.39, of which the entire amount is past due. $615.00 of the above amount is an August payable.

We have sent the company copies of all invoices on all purchases to both the Redmond, Wn. office and the local office in Baker when they were working in the area. We also had several phone calls and sent certified mail asking for payment. To date, we have received no communications or payment from the company.

We would appreciate any help that you could give us in the collection of this overdue account.

RECEIVED
DEC 20 1976
P. F. BURNETT
Resident Engineer

Sincerely,

K.E. McNeil

WOOTERS SERVICE
WHEEL ALIGNMENT
BRAKE SERVICE
SHOCKS
3415 10th Street Baker, Oregon 97814 (503) 523-5331

BOB WOOTERS
MIKE WOOTERS

December 15, 1976

Mr. P. F. Burnett
Resident Engineer
1050 South Bridge Street
Baker, Oregon 97814

Dear Mr. Burnett:

Watson Paving now owes a total of $6,449.68 less $55 credit due for a recap failure. We have had no payment since October 30, 1976. We would appreciate any effort on your part for payment on this outstanding balance.

Sincerely,

Michael R. Wooters

Michael Wooters
Manager

lw

RECEIVED
DEC 15 1976
P. F. BURNETT
Resident Engineer

BAKER OREG 97814
PHONE 523-6363

WATSON ASPHALT PAVING CO
P O BOX 845
REDMOND WASH 98052

7650-19
ACCT. NO.

MO.	DAY	INVOICE NUMBER	CHARGES	CREDITS	BALANCE
FWD					8.90
	FROM	JUNE SRVCHRG	.13		9.03

1 DAYS	30 DAYS	60 DAYS	OVER 90 DAYS	TOTAL AMOUNT DUE
.13	.13	.13	8.64	9.03

BAKER OREG 97814
PHONE 523-6363

WATSON ASPHALT PAVING CO
P O BOX 845
REDMOND WASH 98052

7650-19

ACCT. NO.

CODE	MO.	DAY	INVOICE NUMBER	CHARGES	CREDITS	BALANCE
BAL	FWD	FROM	JULY			
	08	09	M31362	4.80		9.03
	08	10	M31725	21.01		13.83
	08	10	M31728	4.80		34.84
	08	11	M31762	78.66		39.64
	08	12	M31805	119.01		118.30
	08	12	M31844	16.25		237.31
	08	17	M31890	16.75		253.56
	08	17	M32177	.58		270.35
	08	17	M32188	112.65		270.93
	08	18	M32004	129.70		383.58
	08	19	M32016	3.30		513.28
	08	23	M32254	16.80		516.58
	08	23	M32260	6.90		533.38
	08	24	M32320	19.00		540.28
	08	25	M32350	24.36		559.28
	08	26	M32476	4.31		583.64
	08	28	M32539	4.70		587.95
	08	30	M32514	23.04		592.65
			SRVCHRG	.14		615.69
						615.83
606.80			.13	.13	8.77	615.83

BAKER OREG 97814
PHONE 523-6363

SERVICE AVAILABLE

"NAPA Jobber is the right place to go"

STATEMENT

ACCOUNT NO.

WATSON ASPHALT PAVING CO
P O BOX 845
REDMOND WASH 98052

7650-19

2% 10TH. NET 30 DAYS. A SERVICE CHARGE OF 1 1/2% MONTH OR 18% PER ANNUM WILL BE ADDED TO PAST DUE JUNTS.

MO.	DAY	INVOICE NUMBER	CHARGES	CREDITS	BALANCE
FWD	FROM AUG 1976				615.83
09	29	CR		38.76	577.07
09	10	M33108	4.40		581.47
09	13	M33237	30.76		612.23
09	20	M33545	21.67		633.90
09	20	M33595	57.62		691.52
09	22	M33652	41.12		732.64
09	25	M33787	22.32		754.96
09	27	M33810	2.90		757.86
		SRVCHRG	8.66		766.52

CURRENT	30 DAYS	60 DAYS	OVER 90 DAYS	PAY ABOVE AMOUNT
189.45	577.07			766.52

Detach and return this portion with remittance.

	CUSTOMER NAME	ACCOUNT NO.
ED 1976	WATSON ASPHALT PAVING CO	7650-19

INDICATE ANY ADDRESS CHANGE BELOW	AMOUNT PAID	STATEMENT BALANCE
		766.52

MCNEIL AUTO PARTS INC.
2206 MAIN ST
BAKER OREG 97814

MCNEIL AU[illegible] PARTS INC.
2200 MAIN ST
BAKER OREG 97814
PHONE 523-6363

[illegible]MPLETE
M[illegible]INE SHOP
SERVICE AVAILABLE

"NAPA Jobber is the right place to go"

STATEMENT

ACCOUNT NO.

WATSON ASPHALT PAVING CO
P O BOX 845
REDMOND WASH 98052

7650-19

2% 10TH. NET 30 DAYS. A SERVICE CHARGE OF 1 1/2%
MONTH OR 18% PER ANNUM WILL BE ADDED TO PAST DUE
OUNTS.

MO.	DAY	INVOICE NUMBER	CHARGES	CREDITS	BALANCE
FWD	FROM SEP 1976				766.52
10	30	CR		42.04	724.48
10	01	M34117	3.50		727.98
10	04	M34143	15.37		743.35
10	04	M34185	78.05		821.40
10	04	M34189	22.07		843.47
10	06	M34239	4.86		848.33
10	18	M34670	30.38		878.71
10	20	M34943	6.20		884.91
10	30	M35425	3.50		888.41
		SRVCHRG	10.87		899.28

[illegible].80	189.45	535.03		899.28
[illegible]	30 DAYS	60 DAYS	OVER 60 DAYS	PAY THIS AMOUNT

detach and return this portion with remittance.

	CUSTOMER NAME	ACCOUNT NO.
OCT 1976	WATSON ASPHALT PAVING CO	7650-19

NOTE INDICATE ANY ADDRESS CHANGE BELOW

AMOUNT PAID

STATEMENT BALANCE 899.28

[illegible]
[illegible]
BAKER OREG 97814

NAPA

ddress
quiries
To

MCNEIL AUTO PARTS INC.
2200 MAIN ST
BAKER OREG 97814
PHONE 523-6363

COMPLETE
MACHINE SHOP
SERVICE AVAILABLE

"Your NAPA Jobber is the right place to go"

STATEMENT

ACCOUNT NO.

WATSON ASPHALT PAVING CO
P O BOX 845
REDMOND WASH 98052

7650-19

ERMS:

2% 10TH, NET 30 DAYS. A SERVICE CHARGE OF 1 1/2%
ER MONTH OR 18% PER ANNUM WILL BE ADDED TO PAST DUE
CCOUNTS.

ODE	MO.	DAY	INVOICE NUMBER	CHARGES	CREDITS	BALANCE
BAL	FWD	FROM	OCT 1976			899.28
CR	11	10	CR		4.31	894.97
			SRVCHRG	13.42		908.39

13.42	174.80	189.45	530.72	908.39
[illegible]	30 DAYS	60 DAYS	OVER 90 DAYS	STATEMENT BALANCE

the detach and return this portion with remittance.

	CUSTOMER NAME	ACCOUNT NO.
NOV 1976	WATSON ASPHALT PAVING CO	7650-19

ASE INDICATE ANY ADDRESS CHANGE BELOW

AMOUNT PAID

STATEMENT BALANCE 908.39

MCNEIL AUTO PARTS INC.
2200 MAIN ST
BAKER OREG 97814

8102

January 10, 1977

Wooters OK Service
3415 10th St.
Baker, OR 97814

Attention: Michael Wooters

Gentlemen:

Thank you for your letter of January 4 advising us that you have received a check from Watson Asphalt & Paving Company in the amount of $5,209.16 which leaves a balance of $211.68.

Our records indicate this is in reference to the Watson Asphalt Paving Company, Inc., Contract No. 8102, Pleasant Valley Interchange-Bubbs Ranch, in Baker County.

This information is being noted in our records, and we will advise the surety and prime contractor of the receipt of your letter.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

cc Safeco Insurance Company of America
1500 S.W. First Ave.
Portland, OR 97201

Watson Asphalt Paving Company, Inc.
P. O. Box 845
Redmond, WA 98502

bc W. E. Schwartz

WOOTERS OK SERVICE
TIRES
WHEEL ALIGNMENT
BRAKE SERVICE
SHOCKS
3415 10th Street Baker, Oregon 97814 (503) 523-5331
BOB WOOTERS
MIKE WOOTERS

January 4, 1977

Department of Transportation
State Highway Building
Salem, Oregon 97310

Gentlemen:

We have received a check from Watson Asphalt & Paving Company for $5,209.16. However, this does not entirely clear their obligation with us. The total bill was $5,420.84, leaving a current balance of $211.68.

We have deducted $55 for a recap as agreed per a telephone conversation. On our invoice No. 1136, Watson Asphalt has indicated that it was paid twice in the amount of $59.12. We have no record of any invoice being paid twice and the correct amount for invoice No. 1136 is $69.12

At any rate, Watson Asphalt & Paving still owes $211.68. We have not deposited the check for $5,209.16 as full satisfaction of all lien claims have not been satisfied. We would appreciate hearing from you immediately on this matter.

Sincerely,

Michael R Wooters

Michael Wooters

lw

cc: State Highway Regional Office
LaGrande, Oregon

Watson Asphalt & Paving

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8102

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pleasant Valley Intchg. - Bubbs Ranch

WEEK ENDING: January 15, 1977

SECTION PREFIX: 601-1081

HIGHWAY: Old Oregon Trail

COUNTY: Baker

NAME OF JOB: Pleasant Valley Intchg. - Bubbs Ranch

KIND OF WORK: Grading, Paving, Guard rail & Signing

CONTRACTOR: Watson Asphalt Paving Co., Inc.

CONTRACT NUMBER: 8102

FEDERAL AID PROJECT NUMBER: I8ON-7(47)316

DATE OF CONTRACT: February 7, 1975

DATE WORK STARTED: April 2, 1975

ESTIMATED COMPLETION DATE: October 29, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: SUPERVISION:

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 450

WORK DAYS USED:

CALENDAR DAYS USED: 498½

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 111

PROJECT AUTHORIZATION: $3,514,613.06

EXCLUSIVE OF ENGINEERING: $3,264,537.18

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $3,444,128.74

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 5.5%

ENGINEERING AUTHORIZATION: $250,075.88
This week 1,250.00

ENGINEERING COST TO DATE: $224,707.00

PERCENT OF AUTHORIZATION: 90%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: October 29, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	11.0	11.0			11.0
MILES PARTIALLY COMPLETED					
MILES COMPLETED	11.0	11.0			11.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	205,000 C.Y.	62,000 ton			143,100 ton
TOTAL QUANTITIES CORRECTED TO DATE	250,000 C.Y.	69,628 ton			143,650 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	250,000 C.Y.	69,628 ton			143,650 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0		
MONDAY	Fair	0		
TUESDAY	Pt. Cloudy	0		
WEDNESDAY	Pt. Cloudy	0		
THURSDAY	Pt. Cloudy	0		
FRIDAY	Pt. Cloudy	0		
SATURDAY	Pt. Cloudy	0		

Routing
Keasey
Bond
Jacklinond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
JAN 17 1977
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final data submitted to Region Office Thursday this week .

FINAL REPORT THIS PROJECT

SIGNED P. F. Burnett LOCATION Baker, OR

P. F. Burnett, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8102

January 31, 1977

Watson Asphalt Paving Company, Inc.
P. O. Box 845
Redmond, Washington 98052

Gentlemen:

We have reviewed your request for a complete time extension on Contract No. 8102 for work on the Pleasant Valley Interchange-Bubbs Ranch Section of the Old Oregon Trail Highway in Baker County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of five days is granted because of ordered shutdown of excavation to remeasure the cut (July 17-22, 1975) and ten days for late added orders (Extra Work Order No. 3 and Price Agreements No. 8 and 13).

We note that even though work started one month after the contract time began, the project was about 78 percent completed at the end of 1975, with only 59 percent of the time counted. The lack of activity for virtually three months of the 1976 work season is the apparent cause of the late completion.

The approved extension leaves 33 1/2 days in effect.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
W. E. Schwartz
P. F. Burnett

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8102

Salem, Oregon

January 26, 1977

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Pleasant Valley Interchange-
Bubbs Ranch Section
Contract No. 8102
Request for Time Extension

Watson Asphalt Paving Company requests a complete time extension of 48-1/2 days because of 9 added orders (6 price agreements and 3 extra work orders). This was a two-season project for an A.C. overlay and upgrading guardrail, signing and slopes. Some pertinent dates are:

Bids opened	1-30-75	
Contract sent	2-14	
Contract time start	3 -1	(450 calendar workdays allowed)
Work start	4 -2	
Project completed	10-29-76	(48-1/2 days liquidated damages at $300 per day)

Even though the contractor started work one month after the start of the contract time in the spring of 1975, they finished the first season in a very good perspective with the work 78 per cent done and the time only 59 per cent gone.

The largest added order in the project is E.W.O. 2 which utilized mandatory excavation material for a cut slide correction buttress, so the added cost under the work order was only for the placement of the material. The haul was actually shortened from the original contract plan and there was no apparent delay to the overall job progress because of this change. The work did require a remeasure of the cut and the field is recommending 5 days when the excavation work was stopped to accomplish this remeasure.

The obvious reason for the late completion of the project is that significant work did not resume until early July of 1976. In addition to the above 5 days for the excavation remeasure, the Region recommends a total of ten days for time comparatively late in the project (in the late two months) on E.W.O. 3 cut slide correction by slope flattening; P.A. 8 adjusting guardrail and P.A. 13 temporary fencing in median. Regular contract work was done concurrently with all these orders.

A time-money derivation taking into account actual contract quantities, but exclusive of E.W.O. 2 slide work, would give a larger time value (about 25-1/2 days). Our engineering is slightly underrun. However, considering the lack of activity on the project through April, May and June of 1976, the 33-1/2 days liquidated damages that would remain

RECEIVED STATE HWY ENGR
JAN 27 '77
REFER TO
FOR
File
Act
Sign
D/R
R/D
Invoice
Info

in effect after a 15-day extension seem proper. I therefore concur in the Region recommendation for only the 15-day extension, leaving 33-1/2 days at $300 per day for $10,050 liquidated damages to be assessed.

This was an Interstate project. The 15-day extension based on an ordered shutdown and extra work can be granted participating under delegated authority. A rough draft letter to the contractor is attached.

The Resident Engineer prepared a good progress chart of the job activity which will be available in our files should further consideration of this request be necessary.

JAB:fr

Att.

cc: Robert Church

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8102 Contractor Watson Asphalt Paving Co., Inc.

Highway Old Oregon Trail

Section Pleasant Valley Intchg.-Bubbs Ranch

Kind of Work Granding, Paving, Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend increase in workday count of nine calendar workdays.

Construction Section recommends 15-day extension of contract time because of ordered shutdown of excavation (July 17-22, 1975) to remeasure cut and for late added orders (E.W.O. 3 and Price Agreements 8 and 13).

Recommended for Approval:

Division Engineer
REGIONAL CONSTRUCTION ENGINEER

Construction Engineer or ~~Bridge Engineer~~

Deputy State Highway Engineer

State Printing 37000

Contract No.	8102
Project designation	I-80N-7(47)316 (State-Federal)
Date awarded	February 7, 1975
Work started	April 1, 1975
Per cent completed	100%
	October 9, 1976 (Date)
No. of Workdays Allowed	450
No. of Workdays Used	498½
No. of Added Workdays Requested	48½

E—220 (Rev.)—3M—8-00

OREGON STATE HIGHWAY COMMISSION

RECEIVED
NOV 1 3 1976
P. F. BURNETT
Resident Engineer

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 11, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 450 days to 498-1/2 days, within which to complete our Contract No. 8102, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE LETTER ATTACHED

Respectfully submitted,

WATSON ASPHALT PAVING CO., INC.
Contractor

By [signature]

CONSENT OF SURETY

Date November 11, 1976

We, SAFECO INSURANCE COMPANY OF AMERICA

4347 BROOKLYN AVE. N.E. , SEATTLE, WASHINGTON, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
Attorney-in-fact

(SEAL)

SHINSTROM AGENCY, P.O. BOX 638, KIRKLAND, WA. 98033
Resident Agent

Watson Asphalt Paving Co., INC.

SCHROEDERS
19220 - N.E. 80th
REDMOND, WASH. 98052
885-4377
783-1780

November 11, 1976

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ RCE JAN 1 1977 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

Oregon State Highway Dept.
Mr. P. F. Burnett
1150 Bridge Street
Baker, Oregon 97814

The original contract work was scheduled to be completed in 450 calendar days.

The additional days are being requested for the following additional and extra work incorporated into the contract:

1. Price Agreement #2: Resetting Concrete Inlets - 1 day. (Paid in Dec, 1975 Est) } Unable to find record of this work
2. Price Agreement #4: Guardrail Paint Removal - 1/2 day. (Paid in Dec. 1975 Est) }
3. Price Agreement #8: Adjustment of Guardrail - 4 days. 10-12,13,14,15-76
4. Price Agreement #9: Membrane Waterproofing - Hill Creek Structure - 7 days. 8-9,10,17,24,26,27-76
5. Price Agreement #10: Removal of Roadway Sand - 10 days. Can only find two days on this 8-9,10-76 Incl - Nodelayer Pa[illegible] Dukes
6. Price Agreement #13: ~~(Sandy, [illegible])~~ Temporary Fenching - 2 days. 10-28,29-76 Paid with
7. Extra Work Order #2: Excavation - 29 days. 7-18 to 8-22-75 8-26,9-1,9-18-76, 9-24,29-76 10-1-76
8. Extra Work Order #3: Slide Correction - 13 days. 10-1 to 10-6, 10-15 10-18 to 10-21, 9-21,22,30 (All in 1976)
9. Extra Work Order #4: Paving Dams - Hill Creek Structure - 5 days. 10-14 to 10-20-76 10-28-76

Yours very truly,

12-30-76

WATSON ASPHALT PAVING CO., INC.

Peter C. Schroeder

Date: Above dates picked from Eng. day sheets & Daily Progress reports, Wall, Hewitt. P.F.B.

RECEIVED
NOV 1 1976
P. F. BURNETT
Resident Engineer

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

FORM 81.734.5530

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
January 10, 1977

FROM: Dale D. Allen
Regional Construction Engineer

TO: C. A. Keasey
Construction Engineer

S A L E M

SUBJECT: Time Extension Request
Pleasant Valley Inchg.-Bubbs Ranch Section
Contract 8102

Attached for your consideration is a time request from Watson Asphalt Paving. The pertinent dates are as follows:

Bids opened 1-30-75
Contr. sent 2-14-75
Time start 3-1-7
Work start 4-

Date of Award	February 7, 1975
Time Limit	450 Calendar Workdays
Time ran out	September 10, 1976
Project Completed	October 29, 1976 (48½ days over)
Contractor's Request	48½ Days

The contractor's justification for the additional days is merely a request for almost every day he worked on any Extra Work Order or Price Agreement work. The Resident Engineer has prepared a bar graph that illustrates the work force each day of the contract and the number of men assigned to extra work.

One pertinent fact that is evident on the graph is that from December, 1975, to August, 1976, (eight months) very little work was accomplished on this project. The reason for no work in the period from May 19, 1976, to August 2, 1976, was that their paving plant was moved off the project and taken to Hood River.

Allow PA #3 10 days.

The Resident Engineer has recommended five days for shut down of excavation, July 17, 1975, until July 22, 1975, to remeasure cut. We concur in not charging this time. Also, for late extra work on EWO #3, PA #8 and PA #3, we have allowed ten days. (Refer to graph.) All of the other PA's and EWO's were very minor, except EWO #2, and should not be considered. As the Resident Engineer pointed out, EWO #2 involved approximately thirty days. This work, however, was merely a change in the location of the waste area for a large cut at Station 795. The EWO did not require any change in quantities of excavation and actually reduced the haul for the contractor. Also, completion of the excavation did not hold up the paving, which was the next major operation. No time is warranted for EWO #2.

EWO 3 Slide Cor
$20,845.
PA 8 Adjust
Guard rail
$137
PA #3 Tem
fines in mail.
$440.

We, therefore, recommend a fifteen-day time extension.

DDA/dlm
Attachments

cc: P. F. Burnett

Routing
Keasey — RECEIVED — Richards
Bond — Glenn
Jackmond — JAN 11 1977 — Bate
Horwood
J... CONSTRUCTION
Walker — SECTION

At end of 1975: Job 75% done
Time 57% Gone. Time 83% when work resume.

8102

Files

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

RECEIVED
JAN 3 11 42 AM '77
CLAY MYERS
SECRETARY OF STATE

December 30, 1976

Wooters OK Service
3415 10th Street
Baker, OR 97814

Attention: Michael Wooters
Manager

5168

FILED
JAN - 3 1977
NORMA PAULUS
SECRETARY OF STATE

MAILED ON
1-4-77

Gentlemen:

The Highway Division Region Office in La Grande has forwarded to us your letter of December 15 addressed to P. F. Burnett stating that Watson Paving owes you for $6,449.68 less $55 credit due for a recap failure.

This appears to be in connection with the Watson Asphalt Paving Company, Inc., Contract No. 8102, Pleasant Valley Interchange-Bubbs Ranch Section in Baker County.

The Safeco Insurance Company of America furnished the bond on this contract which is given to assure completion of the contract and payment of all bills incurred in it. We will advise the surety of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD
C. W. Head
COMMISSION SERVICES

CWH:fkn

cc Safeco Ins. Co. of America
Watson Asphalt Paving Co., Inc.
W. E. Schwartz
Sec. of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
JAN 4 - 19[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FOR 8-30

NT

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon

DATE December 15, 1976

TO W. E. Schwartz
Region Engineer

FROM P. F. Burnett
Resident Engineer

☐ RE ☐ RCE ☐ RBE ☐ RME
☑ RDE ☐
☐ RDE ☐
DEC 16 1976
RECEIVED
REGIONAL OFFICE

SUBJECT Pleasant Valley Intchg. - Bubbs Ranch
Contract 8102
Claim from Supplier

Enclosed please find copy of letter from Wooters OK Tire Service regarding non payment of bill by Watson Asphalt Paving Co. Inc.

According to provisions set forth in section 107.28 of the Standard Specifications for Highway Construction, 1974 issue, the commission may pay bills the contractor fails to satisfy by withholding moneys due contractor.

Please forward this correspondence to Salem office so this suppliers claim may be pursued further, and necessary action taken.

Forwarded to C. Hood.

12-22-76

WOOTERS OK SERVICE

TIRES
WHEEL ALIGNMENT
BRAKE SERVICE
SHOCKS

3415 10th Street Baker, Oregon 97814 (503) 523-5331

BOB WOOTERS
MIKE WOOTERS

December 15, 1976

Mr. P. F. Burnett
Resident Engineer
1050 South Bridge Street
Baker, Oregon 97814

Dear Mr. Burnett:

Watson Paving now owes a total of $6,449.68 less $55 credit due for a recap failure. We have had no payment since October 30, 1976. We would appreciate any effort on your part for payment on this outstanding balance.

Sincerely,

Michael R. Wooters

Michael Wooters
Manager

lw

RECEIVED
DEC 15 1976
P. F. BURNETT
Resident Engineer

Files

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

December 29, 1976

RECEIVED
JAN 3 11 42 AM '77
CLAY MYERS
SECRETARY OF STATE

NOTED ON
1-4-77

McNeil Auto Parts, Inc.
2200 Main Street
Baker, OR 97814

5167
FILED
JAN - 3 1977
NORMA PAULUS
SECRETARY OF STATE

Attention: K. E. McNeil

Gentlemen:

Our Highway Regional Engineer's Office in La Grande has forwarded to us your letter of December 17, 1976, with attached statements, advising us that Watson Asphalt Paving Co., owes you $908.39.

This appears to be in reference to the Watson Asphalt Paving Company, Inc., Contract No. 8102, Pleasant Valley Interchange-Bubbs Ranch Section in Baker County.

The Safeco Insurance Company of America furnished the bond on this contract which is given to assure completion of the contract and payment of all bills incurred in it. We will advise the surety of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C W HEAD
C. W. Head
COMMISSION SERVICES

CWH:fkn

cc Safeco Insurance Co. of America
Watson Asphalt Paving Co., Inc.
W. Schwartz
Sec. of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
JAN 4 - 1977
COMMISSION
DEPARTMENT OF TRANSPORTATION
SERVICES

FORM S-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon

DATE December 20, 1976

TO W. E. Schwartz
Region Engineer

FROM P. F. Burnett
Resident Engineer

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE ☐
☐ RDE ☐

DEC 21 1976
RECEIVED
REGIONAL OFFICE

SUBJECT Pleasant Valley Intchg. -
Bubbs Ranch
Contract 8102
Claim from Supplier

Enclosed is a letter and copies of Monthly Statements from McNeil Auto Parts. The letter is self-explanatory.

We have received calls and inquiries from several businesses requesting help in recovering payment of goods furnished. We have talked to the Watson office in Redmond, Wa. about these bills.

Please forward this correspondence to the Salem office for processing, with previously submitted billing of December 15, 1976.

Enclosure

McNEIL AUTO PARTS, INC.

2200 MAIN ST.

BAKER, OREGON, 97814

December 17, 1976

Oregon State Hwy. Dept.
Resident Engineer
1050 S. Bridge St.
Baker, Ore. 97814

Dear Sir:

I am enclosing photostat copies of the monthly statements for Watson Asphalt Paving co. of P.O. Box 845, Redmond, Wn., 98052. These statements are from June-November, 1976. The June statement has a balance due of $9.03, which is a balance carried forward from 1975 when they were working in the area. The most recent statement of November, 1976 has a balance due and payable of $908.39, of which the entire amount is past due. $615.00 of the above amount is an August payable.

We have sent the company copies of all invoices on all purchases to both the Redmond, Wn. office and the local office in Baker when they were working in the area. We also had several phone calls and sent certified mail asking for payment. To date, we have received no communications or payment from the company.

We would appreciate any help that you could give us in the collection of this overdue account.

RECEIVED
DEC 20 1976
P. F. BURNETT
Resident Engineer

Sincerely,

K.E. McNeil

MCNEIL AUTO PARTS INC.
2200 MAIN ST
BAKER OREG 97814
PHONE 523-6363

WATSON ASPHALT PAVING CO
P O BOX 845
REDMOND WASH 98052

7650-19
ACCT NO.

CODE	MO.	DAY	INVOICE NUMBER	CHARGES	CREDITS	BALANCE
BAL	FWD	FROM	JULY			9.03
	08	09	M31362	4.80		13.83
	08	10	M31725	21.01		34.84
	08	10	M31728	4.80		39.64
	08	11	M31762	78.66		118.30
	08	12	M31805	119.01		237.31
	08	12	M31844	16.25		253.56
	08	17	M31890	16.79		270.35
	08	17	M32177	.58		270.93
	08	17	M32188	112.65		383.58
	08	18	M32004	129.70		513.28
	08	19	M32016	3.30		516.58
	08	23	M32254	16.80		533.38
	08	23	M32260	6.90		540.28
	08	24	M32320	19.00		559.28
	08	25	M32350	24.36		583.64
	08	26	M32476	4.31		587.95
	08	28	M32539	4.70		592.65
	08	30	M32514	23.04		615.69
			SRVCHRG	.14		615.83
606.80			.13	.13	8.77	615.83

MCNEIL AUTO PARTS INC.
2200 MAIN ST
BAKER OREG 97814
PHONE 523-6363

WATSON ASPHALT PAVING CO
P O BOX 845
REDMOND WASH 98052

7650-19
ACCT. NO.

MO.	DAY	INVOICE NUMBER	CHARGES	CREDITS	BALANCE
FWD		FROM JUNE			8.90
		SRVCHRG	.13		9.03

30 DAYS	60 DAYS	OVER 90 DAYS	PAY ABOVE AMOUNT
.13	.13	.13	8.64	9.03

MCNEIL AUTO PARTS INC.
2200 MAIN ST
BAKER OREG 97814
PHONE 523-6363

COMPLETE
MACHINE SHOP
SERVICE AVAILABLE

"A NAPA Jobber is the right place to go"

STATEMENT

ACCOUNT NO.

WATSON ASPHALT PAVING CO
P O BOX 845
REDMOND WASH 98052

7650-19

2% 10TH. NET 30 DAYS. A SERVICE CHARGE OF 1 1/2% MONTH OR 18% PER ANNUM WILL BE ADDED TO PAST DUE JUNTS.

MO.	DAY	INVOICE NUMBER	CHARGES	CREDITS	BALANCE
FWD	FROM AUG 1976				615.83
09	29	CR		38.76	577.07
09	10	M33108	4.40		581.47
09	13	M33237	30.76		612.23
09	20	M33545	21.67		633.90
09	20	M33595	57.62		691.52
09	22	M33652	41.12		732.64
09	25	M33787	22.32		754.96
09	27	M33810	2.90		757.86
		SRVCHRG	8.66		766.52

CURRENT	30 DAYS	60 DAYS	OVER 90 DAYS	PAY ABOVE AMOUNT
189.45	577.07			766.52

Detach and return this portion with remittance.

	CUSTOMER NAME	ACCOUNT NO.
ED 1976	WATSON ASPHALT PAVING CO	7650-19

INDICATE ANY ADDRESS CHANGE BELOW	AMOUNT PAID	STATEMENT BALANCE
		766.52

MCNEIL AUTO PARTS INC.
2200 MAIN ST
BAKER OREG 97814

MCNEIL AUTO PARTS INC.
2200 MAIN ST
BAKER OREG 97814
PHONE 523-6363

COMPLETE
MACHINE SHOP
SERVICE AVAILABLE

"NAPA Jobber is the right place to go"

STATEMENT

ACCOUNT NO.

WATSON ASPHALT PAVING CO
P O BOX 845
REDMOND WASH 98052

7650-19

2% 10TH. NET 30 DAYS. A SERVICE CHARGE OF 1 1/2% MONTH OR 18% PER ANNUM WILL BE ADDED TO PAST DUE COUNTS.

MO.	DAY	INVOICE NUMBER	CHARGES	CREDITS	BALANCE
FWD	FROM SEP 1976				766.52
10	30	CR		42.04	724.48
10	01	M34117	3.50		727.98
10	04	M34143	15.37		743.35
10	04	M34185	78.05		821.40
10	04	M34189	22.07		843.47
10	06	M34239	4.86		848.33
10	18	M34670	30.38		878.71
10	20	M34943	6.20		884.91
10	30	M35425	3.50		888.41
		SRVCHRG	10.87		899.28

CURRENT	30 DAYS	60 DAYS	OVER 90 DAYS	PAY ABOVE AMOUNTS
174.80	189.45	535.03		899.28

Please detach and return this portion with remittance.

	CUSTOMER NAME	ACCOUNT NO.
OCT 1976	WATSON ASPHALT PAVING CO	7650-19

PLEASE INDICATE ANY ADDRESS CHANGE BELOW

AMOUNT PAID

STATEMENT BALANCE 899.28

MCNEIL AUTO PARTS INC.
2200 MAIN ST
BAKER OREG 97814

NAPA

dress
uiries
To

MCNEIL AUTO PARTS INC.
2200 MAIN ST
BAKER OREG 97814
PHONE 523-6363

COMPLETE
MACHINE SHOP
SERVICE AVAILABLE

"Your NAPA Jobber is the right place to go"

STATEMENT

ACCOUNT NO.

WATSON ASPHALT PAVING CO
P O BOX 845
REDMOND WASH 98052

7650-19

ERMS:

2% 10TH, NET 30 DAYS. A SERVICE CHARGE OF 1 1/2% ER MONTH OR 18% PER ANNUM WILL BE ADDED TO PAST DUE CCOUNTS.

ODE	MO.	DAY	INVOICE NUMBER	CHARGES	CREDITS	BALANCE
BAL FWD		FROM	OCT 1976			899.28
CR	11	10	CR		4.31	894.97
			SRVCHRG	13.42		908.39

CURRENT	30 DAYS	60 DAYS	OVER 90 DAYS	PAY ABOVE AMOUNT
13.42	174.80	189.45	530.72	908.39

se detach and return this portion with remittance.

CT	CUSTOMER NAME	ACCOUNT NO.
NOV 1976	WATSON ASPHALT PAVING CO	7650-19

ASE INDICATE ANY ADDRESS CHANGE BELOW	AMOUNT PAID	STATEMENT BALANCE
		908.39

EMIT TO

MCNEIL AUTO PARTS INC.
2200 MAIN ST
BAKER OREG 97814

NAPA

Federal Aid Project
(47)316

STATE COPY

8102

No

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-210		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Baker
MODIFICATION NUMBER 1	12-6-76	Project Number I-80N-7(47)316

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 20 ,19 75 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,433,043	$ 3,711,569
Federal funds	$ 3,168,012	$ 3,425,035
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities and additional approved item.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of December ,19 76 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form FR-2A
(Rev. 10-75)

Previous editions are obsolete

68717

20,948.50
24,000.00
358,750.00
25,740.0
201,50
609,990.
54,000.0
380,905.0
60,000.
226,291.
142,000.
$ 863,196.
253,206.
$3,374,154.
337,414.
$3,711,569
- $3,425,0
- 286,5
$3,711,5

Hen files

Oregon State Highway Division
Salem, Oregon, November 23, 1976

Federal Aid Project
No. I-80N-7(47)316
Safety

PLEASANT VALLEY INTERCHANGE - BUBBS RANCH SECTION
OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 695+00 to Sta. 1312+00)

Subtotal or Previous Estimate of February 12, 1975			$3,120,948.50
Previous Estimate			
Flagmen	2,000 hour	12.00	$ 24,000.00
General Excavation	205,000 Cu.Yd.	1.75	358,750.00
Extra for Selected Topsoil Material	12,870 Cu.Yd.	2.00	25,740.00
Aggregate Shoulders	62,000 Ton	3.25	201,[illegible]
			$ 609,990.[illegible]
Revised Estimate			
Flagmen	4,500 hour	12.00	$ 54,000.00
General Excavation	217,660 Cu.Yd.	1.75	380,905.00
Extra for Selected Topsoil Material	30,000 Cu.Yd.	2.00	60,000.00
Aggregate Shoulders	69,628 Ton	3.25	226,291.00
EW02 Slide Correction (Sta. 695-699)	All Required		142,000.00
			$ 863,196.00
		Increase	253,206.00
		Subtotal	$3,374,154.50
		Engineering	337,414.50
		TOTAL	$3,711,569.00

Length of Project - - - - - - - 11.723 Miles
Cost of Roadway Per Mile - - $316,605.73

Overlay	$1,668,052.00
Safety	2,043,517.00
Total	$3,711,569.00

Federal Funds - - - - - - -

STATE COPY

Form Approved; O.M.B. No. 04-R2069

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 2-102	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 2-20-75	STATE Oregon COUNTY Baker PROJECT NO. I-80N-7(47)316 Safety

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N, 0.5 mi. E. of Pleasant Valley Intchge., E. 11.0 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-8-75	11.04
OTHER *(Specify)*		

FUNDS Pro Rata 92.28%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,433,043	$ 3,168,012

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Johnston
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)
for G. L. Grech

Date executed by Division Engineer FEB 20 1975

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

8102

files

DEPARTMENT OF TRANSPORTATION

FILED
OCT 1 1976
CLAY MYERS
SECRETARY OF STATE
5127

RECEIVED
OCT 1 0 45 AM '76
CLAY MYERS
SECRETARY OF STATE

STATE HIGHWAY BUILDING • • SALEM, OREGON • 97310

September 30, 1976

Mr. Jack R. Hannam
Attorney at Law
5015 S.W. 77th Avenue
Portland, OR 97225

NOTED ON CARD
10-14-76

Dear Mr. Hannam:

Reference is made to your letter of September 28, 1976, informing us that Sealant Systems, Inc., owes Madden Construction Supply Co., Inc., for materials in the amount of $1,394.25.

From the description given in your letter, this appears to be in connection with the Watson Asphalt Paving Company, Inc., Contract No. 8102, Pleasant Valley Interchange-Bubbs Ranch Section in Baker County. This contract is still uncompleted.

The Safeco Insurance Company of America furnished the bond on this contract. We will advise them of the receipt of this claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

RECEIVED
OCT 4 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:fkn

cc Safeco Insurance Co. of America
Watson Asphalt Paving Company, Inc.

Walt Barrie
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RALEIGH-SCHOOL
5015 SW
PORTLAND, OR
tember 28,

Inc.

d Agent for
ction Supply Co.,

JACK R. HANNAM
ATTORNEY AT LAW
RALEIGH-SCHOOLS PROFESSIONAL BUILDING
5015 SW 77TH AVENUE
PORTLAND, OREGON 97225

PHONE: 292-9244
AREA CODE 503

RALEIGH HILLS - FRED MEYER CENTER
SW 77TH & SCHOLLS FERRY ROAD

September 28, 1976

Oregon State Department of Transportation
Office of Commission Services
121 State Highway Building
Salem, Oregon 97310

Attention Mr. Cecil Head

Re: Oregon State Highway Division
Contract No. 8102

Gentlemen:

Notice is hereby given that Madden Construction Supply Co., Inc. of Portland, Oregon has a claim for materials (steel extrusion and gland) it supplied to Sealant Systems, Inc. of Woodinville, Washington for construction on captioned contract. Claim is in the sum of $1,394.25 against the bond supplied by Safeco Insurance Company to Peter Kiewit Sons' Co. for construction of Bubbs Ranch to Pleasant Valley Interchange.

Very truly yours,

Jack R. Hannam

Jack R. Hannam
Attorney and Agent for
Madden Construction Supply Co., Inc.

JRH:db

cc: Mr. Walter Barrie
Peter Kiewit Sons' Co.
Madden Construction Supply Co., Inc.
Watson Asphalt Paving Co.

NOTED
C. H. HEAD

RECEIVED
SEP 30 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8102

OREGON STATE HIGHWAY DIVISION

August 10, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

Rainier National Bank
P.O. Box 559
Kirkland, WA 98033

Attn: Terry Cullom
Asst. Cashier

Re: Watson Asphalt Paving Co.
Contracts 8102 & 8209

We received your safekeeping receipt 9586, covering TCD #49560, $121,000, to be used as a deposit in lieu of retainage on our contract 8102 with Watson Asphalt. Also received was your safekeeping receipt 9587, covering TCD 49561, $190,000, for contract 8209.

Enclosed please find safekeeping receipts 9582 and 9 583 for matured TCD's 49556 ($190,000) and 49557 ($12,000). There is no change on the amount deposited on contract 8102; we have credited contract 8209 with an additional $109,000.

Vernon E. Skoog
Controller

by _____
Janice Peterson
Contract Payments Executive

cc: Watson Asphalt Paving Co.

bc: C. W. Head
R. Church
C. Barrett

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

VALUE $
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HER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGL
MANAGE

SAFE KEEPING RECEIPT
NOT NEGOTIABLE Kirkla BRANCH Kirkland WASHINGTON No. 9587

NATIONAL BANK OF COMMERCE of Seattle

RECEIVED FROM OREGON STATE HIGHWAY DIVISION
AND WATSON ASPHALT CO. INC.

DATE August 6, 1976

COLLECT

Rainier National Bank Time Certificate of Deposit #49561, dated August 2, 1976 in the amount of $190,000.00 written for 91 days with interest at .05375%, maturing Nov. 1, 1976.

In liew of retainage #8209

INT.
PRIN.
CREDIT
REMIT

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.
PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

SD 1917 R 7-67

CUSTOMER SIGNATURE

MANAGER, SAFEKEEPING DEPT.

SAFE KEEPING RECEIPT
NOT NEGOTIABLE Kirkland BRANCH Kirkland WASHINGTON No. 9586

NATIONAL BANK OF COMMERCE of Seattle

RECEIVED FROM OREGON STATE HIGHWAY DIVISION
AND WATSON ASPHALT PAVING CO., INC.

DATE August 6, 1976

COLLECT

Rainier National Bank Time Certificate of Deposit #49560, dated Aug. 2, 1976 in the amount of $121,000.00 written for 91 days with interest at ~~XXXX~~ .05375%, maturing Nov. 1, 1976.

In lieu of retainage #8102

INT.
PRIN.
CREDIT
REMIT

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.
PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

SD 1917 R 7-67

CUSTOMER SIGNATURE

MANAGER, SAFEKEEPING DEPT.

Rainier National Bank
Kirkland Office: 101 Kirkland Avenue, P.O. Box 559, Kirkland, WA 98033, (206) 822-1214

August 6, 1976

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Att: Vernon E. Skoog
Controller

Gentlemen:

Enclosed are our Safekeeping Receipts in your favor covering retainages due on the following Oregon State Highway Division construction contracts.

Safekeeping Receipt	Contract Number	Amount
9586	8102	$121,000.00
9587	8209	190,000.00

Your letter dated October 31, 1975 provides for replacement of maturing Certificates of Deposit, however, we are asking that you acknowledge release of the following CDs and Safekeeping Receipts previously issued and replaced by the above.

Please acknowledge below and return a copy in the envelope enclosed.

Sincerely,

Terry Cullom
Assistant Cashier

Oregon State Highway Division hereby releases any and all interest in the following Safekeeping Receipts and/or Certificates of Deposit which are replaced as above.

Safekeeping Receipt	Certificate
9582	49556
9583	49557

RECEIVED
AUG 09 1976
CONTRACT ACCOUNTING

_____

Dated _____

RAINIERBANK

8102

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

June 8, 1976

Rainier Bank
P.O. Box 559
Kirkland, WA 98033

Attention: Terry Cullom

Re: Watson Asphalt Paving
Contracts 8102 & 8209

We confirm receipt of your safekeeping receipt 9578, covering TCD dated June 2, 1976, $190,000. This replaces TCD 49507, $190,000, which has matured. No change results in the amount of securities deposited in lieu of retainage on our contracts with Watson Asphalt. A copy of safekeeping receipt 9554 for the matured certificate is enclosed.

V.E. Skoog
Controller

By _____
Janice Peterson
Contract Payments Executive

JP/jm
Enc.

NOTED
C. W. HEAD

cc: Watson Asphalt Paving Inc.

bc: C.W. Head
R. Church
C. Barrett

SAFE KEEPING RECEIPT
NOT NEGOTIABLE Kirkland BRANCH Kirkland WASHINGTON No. 9578 2

RAINIER NATIONAL BANK formerly The National Bank of Commerce of Seattle

NATIONAL BANK OF COMMERCE of Seat

RECEIVED FROM OREGON STATE HIGHWAY DEPARTMAND AND WATSON ASPHALT PAVING CO., INC.

DATE June 3, 1976

COLLECT

Rainier National Bank Time Certificate of Deposit dated June 2, 1976 for $190,000.00 written for 30 days with interest at 5%, payable July 2, 1976.

In lieu of retainage: Cont. #8102 - $120,000.00
#8209 - $ 70,000.00

INT.

PRIN.

CREDIT

REMIT

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.

PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

SD 1917 R 7-67

CUSTOMER SIGNATURE

MANAGER, SAFEKEEPING DEPT.

Rainier National Bank
Kirkland Office: 101 Kirkland Avenue, P.O. Box 559, Kirkland, WA 98033, (206) 822-1214

2

June 3, 1976

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Att: Vernon E. Skoog
Controller

Gentlemen:

Enclosed is our Safekeeping Receipt in your favor covering retainages due on the following Oregon State Highway Division construction contracts.

Safekeeping Receipt	Contract Number	Amount
9578	8102	$120,000.00
9578	8209	70,000.00

Your letter dated October 31, 1975 provides for replacement of maturing Certificates of Deposit, however, we are asking that you acknowledge release of the following CD and Safekeeping Receipt previously issued and replaced by the above.

Please acknowledge below and return the copy in the envelope enclosed.

Sincerely,

Terry Cullom
Assistant Cashier
TC: th

Oregon State Highway Division hereby releases any and all interest in the following Safekeeping Receipt and/or Certificate of Deposit which is replaced as above.

Safekeeping Receipt	Certificate
9554	49507

_____

Dated _____

RAINIERBANK

RECEIVED
JUN - 7 1976
HIGHWAY ACCOUNTING

8102

45

ROBERT W. STRAUB
GOVERNOR

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 10, 1976

Rainier Bank
P.O. Box 559
Kirkland, WA 98033

Attn: Helen Ramin

Re: Watson Asphalt - Contracts 8102 & 8209

We received your safekeeping receipt 9577, covering TCD #49545, $12,000, to be used as a deposit in lieu of retainage on our contracts 8102 and 8209 with Watson Asphalt Paving Co., Inc. This replaces matured TCD #495040. There is no change in securities deposited in lieu of retainage.

A copy of your safekeeping receipt for the matured security is enclosed.

V.E. Skoog
Controller

By _____
Janice Peterson
Contract Payments Executive

JP/jm
Enc.

cc: Watson Asphalt Paving

bc: C.W. Head ✓ R. Church
J. Bond C. Barrett

RAINIERBANK

May 7, 1976

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Att: Vernon E. Skoog
Controller

Gentlemen:

Enclosed is our Safekeeping Receipt in your favor covering retainages due on the following Oregon State Highway Division construction contracts.

Safekeeping Receipt	Contract Number	Amount
9577	8102	1,000.00
9577	8209	11,000.00

Your letter dated October 31, 1975 provides for replacement of maturing Certificates of Deposit, however, we are asking that you acknowledge release of the following CD and Safekeeping Receipt previously issued and replaced by the above.

Please acknowledge below and return a copy in the envelope enclosed.

Sincerely,

Helene Ramin

Helene Ramin
Assistant Cashier

Oregon State Highway Division hereby releases any and all interest in the following Safekeeping Receipt and/or Certifice of Deposit which is replaced as above.

Safekeeping Receipt	Certificate
9573	495040

_____

Dated_____

State - Local

2 wk

SAFE KEEPING RECEIPT
NOT NEGOTIABLE Kirkla BRANCH Kirkland WASHINGTON No. 9577

NATIONAL BANK OF COMMERCE of Seattle

RECEIVED FROM OREGON STATE HIGHWAY DIVISION
AND WATSON ASPHALT PAVING CO., INC. DATE May 7, 1976

COLLECT

Rainier National Bank Time Certificate of Deposit #49545, dated May 5, 1976 in the amount of $12,000.00, written for 30 days with interest at 4 1/2%, payable June 4, 1976.

In lieu of retainage: #8102 - $1,000.00
#8209 - 11,000.00

INT.
PRIN.
CREDIT
REMIT

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.
PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

SD 1817 R 7-67

CUSTOMER SIGNATURE

MANAGER, SAFEKEEPING DEPT.

8102

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 13, 1976

Rainier Bank
P.O. Box 559
Kirkland, WA 98033

Attention: Helene Ramin

Re: Watson Asphalt Paving
Contracts 8102 & 8209

We received your safekeeping receipt No. 9573, covering TCD No. 495040, in the amount of $12,000. This replaces TCD No. 49535, (safekeeping receipt No. 9571) which has matured. There is no change in the amount deposited in lieu of retainage on contracts 8102 & 8209.

A copy of the safekeeping receipt for the matured certificate is enclosed.

V.E. Skoog
Controller

By _____
Janice Peterson
Contract Payments Executive

JP/jm

cc: Watson Asphalt Paving

bc: C.W. Head ✓
J. Bond
R. Church
C. Barrett

SAFE KEEPING RECEIPT
NOT NEGOTIABLE _____ Kirkland _____ BRANCH Kirkland WASHINGTON No. 9573

RAINIER NATIONAL BANK formerly the National Bank of Commerce of Seattle

NATIONAL BANK OF COMMERCE of Seattle

RECEIVED FROM OREGON STATE HIGHWAY DIVISION
AND WATSON ASPHALT PAVING CO., INC.

DATE April 8, 1976

COLLECT

Rainier National Bank Time Certificate of Deposit, #495040, dated April 5, 1975 in the amount of $12,000.00 written for 30 days with interest at 4 3/8%, payable May 5, 1976.

In lieu of retainages;
#8102 0 $1,000.00 #8209 - $11,000.00

INT.
PRIN.
CREDIT
REMIT

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.
PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

7-67

CUSTOMER SIGNATURE

MANAGER, SAFEKEEPING DEPT.

RAINIERBANK

April 8, 1976

RECEIVED
APR 13 1976
CONTRACT ACCOUNTING

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Att: Vernon E. Skoog
Controller

Gentlemen:

Enclosed is our Safekeeping Receipt in your favor covering retainages due on the following Oregon State Highway Division construction contracts.

Safekeeping Receipt	Contract Number	Amount
9573	8102	1,000.00
"	8209	11,000.00

Your letter dated October 31, 1975, provides for replacement of maturing Certificates of Deposit, however, we are asking that you acknowledge release of the following CD and Safekeeping Receipt previously issued and replaced by the above.

Please acknowledge below and return a copy in the envelope enclosed.

Sincerely,

Helene Ramin

Helene Ramin
Assistant Cashier

Oregon State Highway Division hereby releases any and all interest in the following Safekeeping Receipt and/or Certificate of Deposit which is replaced as above.

NOTED
V.E. SKOOG

RECEIVED
APR 19 1976
HIGHWAY ACCOUNTING

Safekeeping Receipt	Certificate
9571	49535

_____

Dated _____

RAINIER NATIONAL BANK | Kirkland Office | 101 Kirkland Avenue P.O. Box 559 | Kirkland, Washington 98033 | Phone (206) 822-1214

8102

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 24, 1976

Rainier National Bank
P.O. Box 559
Kirkland, WA 98033

Attantion: Terry Cullen

Re: Watson Asphalt Phaving
Contracts 8102 & 8209

We received your safekeeping receipt No. 9671, covering TCD No. 49535, in the amount of $12,000. This replaces TCD No 49516 (safekeeping receipt No 9563) which has matured. There is no change in the amount deposited in lieu of retainage on contracts 8102 & 8209.

A copy of the safekeeping receipt for the matured certificate is enclosed.

V.E. Skoog
Controller

By _____
Janice Peterson
Contract Payments Executive

JP/jm
Enc.

bc: ~~C.W. Head~~
J. Bond
R. Church
C. Barrett

Kirkland WASHINGTON No. 95711 81

SAFE KEEPING RECEIPT
NOT NEGOTIABLE Kirkland BRANCH Kirkland WASHINGTON No. 95718

RAINIER NATIONAL BANK formerly The National Bank of Commerce of Seattle

NATIONAL BANK OF COMMERCE of Seattle

RECEIVED FROM OREGON STATE HIGHWAY DIVISION
AND WATSON ASPHALT PAVING CO., INC.

DATE March 19, 1976

COLLECT

Rainier National Bank Time Certificate of Deposit #49535, dated March 5, 1976 in the amount of $12,000.00, written for 31 days with interest at 4 3/8%, payable April 5, 1976.

In lieu of retainage: #8102 - $1,000.00
#8209 - 11,000.00

INT.

PRIN.

CREDIT

REMIT

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.
PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

BD 1917 R 7-67

CUSTOMER SIGNATURE

MANAGER, SAFEKEEPING DEPT.

RAINIER BANK

March 19, 1976

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Att: Vernon E. Skoog
Controller

Gentlemen:

Enclosed is our Safekeeping Receipt in your favor covering retainages due on the following Oregon State Highway Division construction contracts.

Safekeeping Receipt	Contract Number	Amount
9571	8102	1,000.00
"	8209	11,000.00

Your letter dated October 31, 1975, provides for replacement of maturing Certificates of Deposit, however, we are asking that you acknowledge release of the following CD and Safekeeping Receipt previously issued and replaced by the above.

Please acknowledge below and return a copy in the envelope enclosed.

Sincerely,

Terry Cullom
Assistant Cashier

Oregon State Highway Division hereby releases any and all interest in the following Safekeeping Receipt and/or Certificate of Deposit which is replaced as above.

Safekeeping Receipt	Certificate
9563	49516

RECEIVED
MAR 22 1976
HIGHWAY ACCOUNTING

RECEIVED
MAR 22 1976
CONTRACT ACCOUNTING

_____

_____ Dated

Kirkland WASHINGTON No. 9562

8102

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

January 27, 1976

Rainier Bank
Kirkland Office
PO Box 559
Kirkland, WA 98033

Attention: James R. Shideler

Re: Watson Asphalt Paving
Contracts 8102, 8111, 8209

We received your safekeeping receipt # 9563, covering TCD # 49513, $29,000 to be used in lieu of retainage on our contract 8111 with Watson Asphalt Paving Company. This replaces TCD 49505, $29,000 and results in no change on the amount deposited on contract 8111.

Also received was your safekeeping receipt #9563, covering TCD # 49516, $12,000, to be used as a deposit in lieu of retainage as follows: Contract 8102 - $1,000 and contract 8209 - $11,000.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

NOTED
C. W. HEAD

cc: Watson Asphalt Paving Co.

bc: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

Form 81-734-3122

SAFE KEEPING RECEIPT
NOT NEGOTIABLE

Kirkland BRANCH Kirkland WASHINGTON No. 9562

NATIONAL BANK OF COMMERCE of Seattle

RECEIVED FROM OREGON STATE HIGHWAY DIVISION
AND WATSON ASPHALT PAVING CO., INC.

DATE January 22, 1976

COLLECT

Rainier Bank Time Certificate of Deposit #49513, dated January 5, 1976, in the amount of $29,000.00, written for 30 days at 4 5/8% interest, payable February 4, 1976.

INT.

PRIN.

CREDIT

REMIT

AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.
PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

917 R 7-67

CUSTOMER SIGNATURE

MANAGER, SAFEKEEPING DEPT.

SAFE KEEPING RECEIPT
NOT NEGOTIABLE

xxx = Kirkland BRANCH Kirkland WASHINGTON No. 9563

NATIONAL BANK OF COMMERCE of Seattle

RECEIVED FROM OREGON STATE HIGHWAY DIVISION

DATE January 22, 1976

AND WATSON ASPHALT PAVING CO., INC.

COLLECT

Rainier Bank Time Certificate of Deposit, dated January 12, 1975, #49516, in the amount of $12,000.00, written for 53 days with interest at 4 5/8%, payable March 5, 1976.

In lieu of retainage: Cont. #8209 - $11,000.00
#8102 - $1,000.00

INT.

PRIN.

CREDIT

REMIT

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.

PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

SD 1917 R 7-67

CUSTOMER SIGNATURE

MANAGER, SAFEKEEPING DEPT.

8102

OREGON STATE HIGHWAY DIVISION

December 9, 1975

bc: ~~C. W. Head~~
J. Bond
R. Church
C. Barrett
File

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Rainier Bank
PO Box 559
Kirkland, WA 98033

Attention: James R. Shideler

Re: Watson Asphalt Paving Co.
Contracts 8102, 8111, 8209

We received your safekeeping receipts 9554 and 9555 covering TCD's 49507, $190,000, and 49505, $29,000, to be used as deposits in lieu of retainage on our contracts with Watson Asphalt Paving Inc. We enclose safekeeping receipts 9518, 9529, 9545, 9540 and 9552 for securities totaling $185,000.

The amounts of the new certificates, the certificates for which we release Highway Division interest, and the net change in amounts on deposit on our contracts with Watson Asphalt Paving are as follows:

Cont.	Safekeeping Rect #	Replacement Amount	Matured Amount	Net Increase (Decrease)
8102	9518		$43,000	
	9529		2,200	
	9540		14,000	
	9545		22,000	
	9552		20,000	
	9554	$120,000		$18,800
8111	9529		29,000	
	9555	29,000		0
8209	9529		2,800	
	9540		26,000	
	9545		16,000	
	9552		10,000	
	9554	70,000		15,200

V. E. Skoog, Controller

by

Janice Peterson
Contract Payments Executive

C. W. HEAD

cc: Watson Asphalt Paving

Form 81-734-3122

SAFE KEEPIN
NOT NEG

SAFE KEEPING RECEIPT
NOT NEGOTIABLE

KIRKL BRANCH KIRKLAND WASHINGTON No. 9555

NATIONAL BANK OF COMMERCE of Seattle

RAINIER NATIONAL BANK formerly The National Bank of Commerce of Seattle

RECEIVED FROM OREGON STATE HIGHWAY DIVISION AND WATSON ASPHALT PAVING CO, INC.

DATE December 5, 1975

COLLECT

T.C.D. #49505 dated 12/5/75, maturity date ~~12~~ 6/5/76, in the amount of $29,000.00. Funds in this T.C.D. to be released to Watson Asphalt Paving, Inc. only upon written notice to disburse from Oregon State Highway Div.

In lieu of retainage on Contract #8111- $29,000

INT.

PRIN.

CREDIT RECEIVED

REMIT DEC 8 1975

CONTRACT ACCOUNTING

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.

PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

SD 1917 R 7-67

CUSTOMER SIGNATURE

MANAGER, SAFEKEEPING DEPT.

SAFE KEEPING RECEIPT
NOT NEGOTIABLE Kirkland BRANCH Kirkland WASHINGTON No. 95541

NATIONAL BANK OF COMMERCE of Seattle
RAINIER NATIONAL BANK formerly The National Bank of Commerce of Seattle

RECEIVED FROM OREGON STATE HIGHWAY DIVISION AND WATSON ASPHALT PAVING CO, INC DATE December 5, 1975

COLLECT

T.C.D. #49507 dated 12/7/75, mautrity date 6/2/75 in the amount of $190,000.00
Funds in this T.C.D. to be released to Watson Asphalt Paving, Inc. only upon written notice to disburse from Oregon State Highway Division.

In lieu of retainage on Contract #8102 -$120,000.00
#8209 -$ 70,000.00

INT.

PRIN.

RECEIVED
REMIT DEC 8 1975
CONTRACT ACCOUNTING

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

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SD 1917 R 7-67

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In lieu of retainage on Contract #8102 -$120,000.00
#8209 -$ 70,000.00

INT.

PRIN.

CREDIT

RECEIVED
DEC 8 1975
CONTRACT ACCOUNTING

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

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SD 1917 R 7-67

CUSTOMER SIGNATURE

MANAGER, SAFEKEEPING DEPT.

5

RAINIER BANK

December 5, 1975

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Att: Vernon E. Skoog
Controller

Gentlemen:

Enclosed are our Safekeeping Receipts in your favor covering retainages due on the following Oregon State Highway Division construction contracts.

Safekeeping Receipt	Contract Number	Amount
9555	8111	$29,000
9554	8209	70,000
9554	8102	120,000

Your letter dated October 31, 1975, provides for replacement of maturing Certificates of Deposit, however, we are asking that you acknowledge release of the following CDs and Safekeeping Receipts previously issued and replaced by the above.

Please acknowledge below and return a copy in the envelope enclosed.

Sincerely,

James R. Shideler
Assistant Vice President
and Manager

Oregon State Highway Division hereby releases any and all interest in the following Safekeeping Receipts and/or Certificates of Deposit which are replaced as above.

Safekeeping Receipt	Certificate
9552	48437
9545	48427
9540	129844
9529	129821
9518	48428

RECEIVED
DEC
ACCOUNTING

_____ Date

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

November 11, 1975

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Rainier National Bank
PO Box 559
Kirkland, WA 98033

Re: Contract 8102 & 8209

We have received your Safekeeping Receipt 9552, covering Certificate of Deposit 48437 in the amount of $30,000, to be used in lieu of retainage on contracts 8102, ($20,000) and 8209 ($10,000) with Watson Asphalt Paving Co. These funds should not be released to the contractor except upon written notice from the Highway Division.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Watson Asphalt Paving Co.

bc: C. W. Head
J. Bond
R. Church
C. Barrett

Form 81-734-3122

RAINIER BANK

November 7, 1975

Attention: Vernon E. Skoog
Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

Gentlemen:

Re: Watson Asphalt Paving, Inc., in lieu of retainage
Contract #8102 - $20,000
Contract #8209 - $10,000

Enclosed is our Safekeeping Receipt #9552 for a T.C.D. #48437 in the amount of $30,000 payable to Oregon State Highway Division and Watson Asphalt Paving Co., Inc. Funds in this T.C. D. will be released to Watson Asphalt Paving, Inc. only upon written notice to disburse from the Oregon State Highway Division.

Sincerely,

James R. Shideler
Assistant Vice President
and Manager

JRS:dh
Enclosure

SAFE KEEPING RECEIPT
NOT NEGOTIABLE Kirkland BRANCH Kirkland WASHINGTON No. 9552

NATIONAL BANK OF COMMERCE of Seattle

RAINIER NATIONAL BANK formerly The National Bank of Commerce of Seattle

RECEIVED FROM Oregon State Highway Division and Watson Asphalt Paving Co., Inc. DATE November 7, 1975

COLLECT

T.C.D. #48437 dated 11-7-75, maturity date 12-8-75 in the amount of $30,000
Funds in this T.C.D. to be released to Watson Asphalt Paving, Inc. only upon
written notice to disburse from Oregon State Highway Division.

In lieu of retainage on Contract #8102 - $20,000
#8209 - 10,000

INT.
PRIN.
CREDIT
REMIT

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

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SD 1917 R 7-67

CUSTOMER SIGNATURE

MANAGER SAFEKEEPING DEPT.

SAFE KEEPING RECEIPT
NOT NEGOTIABLE

Kirkland BRANCH Kirkland WASHINGTON No. 9552

NATIONAL BANK OF COMMERCE of Seattle

RAINIER NATIONAL BANK formerly The National Bank of Commerce of Seattle

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#8209 - 10,000

INT.	
PRIN.	
CREDIT	
REMIT	

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SD 1917 R 7-67

CUSTOMER SIGNATURE

MANAGER SAFEKEEPING DEPT.

8102

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon

DATE October 16, 1975

TO W. E. Schwartz
Region Engineer

FROM Alva D. Vohland
Alva D. Vohland
Ass't Res. Engr.

RE ☐ RCE ☐ RBE ☐ RME
ROE ☐ OCT 20 1975
RDE ☐ RECEIVED REGIONAL OFFICE

SUBJECT Pleasant Valley Intchg. - Bubbs Ranch
Contract 8102
Fatal Accident

Enclosed are photographs and copies of the Police report regarding the accident of September 19, 1975.

The contractor closed traffic over the "W.B." Durkee Intchg. at 8:00 A. M., September 15, 1975. Traffic was routed over the detour as set forth in the plans for this project.

The traffic over the "E.B." Durkee Intchg. was closed at 4:00 P. M. on September 16, 1975. All signing and devices were installed as per plan except the 40" cones, which were omitted and substituted with "Plastic Safety Markers" and wooden barricades. Please refer to the photographs. As indicated in the photographs, this was the situation prior to the accident. The right lane was set up the same as the left lane, ie, a wooden barricade was in the right driving lane.

Sometime during the evening of the 18th or morning of the 19th of September, 1975, somebody had driven through the wooden barricade and Plastic Safety Markers of the right "E.B." driving lane as evidence of skid marks, broken wooden barricade and dented Plastic Safety Marker still remained scattered on the roadway.

Mr. Edward E. Alfredson drove through this same opening of the barricades and continued on approximately 1,000 ft. without slowing down until he approached the excavated bridge end. He applied his brakes after jumping into the base rock of the excavated area and slid into the bridge end. His car coming to rest with its front wheels on the bridge deck as indicated in the photographs.

cy H. S Coulter Traffic report

10-22-75 ltr

H.S. COULTER NOTED

RECEIVED OCT 23 1975

Office of
Assistant State Highway Engineer

At no time did we inform the contractor that he did not have to install the 40" cones to close the driving lanes of either "E.B." or "W,B." traffic lanes at the Durkee Intchg. detour location. We had inadvertenly overlooked this omission as we had been through the detour several times prior to the accident. We immediately insisted that the cones be installed as per plan, which the contractor did do.

Enclosure

REPORT - FORM ☐ FATA ☐ INJURY ☐ PROP. DAMAGE NO. _____

DATE OF ACCIDENT	TIME OF ACCIDENT	ARRIVED AT SCENE	CITY	COUNTY	
9-19-75	7:05 ☒ A.M. ☐ P.M.	7:28 ☒ A.M. ☐ P.M.	Durkee	Baker	SHEET 1 OF 2 SHEET(S)

OCCURRED ON (Route Number or Name): I-80N

AT INTERSECTION OF (Route Number or Name): N/A

DO NOT WRITE IN THIS SPACE

IF NOT AT INTERSECTION: 0.4 ☐ FEET ☒ MILES ☐N ☐S ☒E ☐W OF (Intersecting highway or street, landmark, or house no.) MILE POST: 327.0

NEAREST CITY: MILES ☐N ☐S ☐E ☐W OF In Durkee

ACCIDENT INVOLVED MOTOR VEHICLE AND: ☐ One Other Vehicle ☐ Two or More Vehicles ☐ Pedestrian ☐ Railroad train ☐ Bicycle/Tricycle ☒ Motorcycle ☒ Fixed Object ☐ Non-Collision ☐ Animal ☐ Animal-drawn Vehicle ☐ Other ☐ ☐ City, County or State Property Damaged.

CODE FOR INJURY (mark the first one that applies): K—DEAD BEFORE REPORT MADE; A—INCAPACITATED—Unconscious, Could Not Walk, Broken or Distorted Limbs, etc.; B—NONINCAPACITATED—Lump, Abrasion, Cuts, Limping; C—POSSIBLE—Momentary Unconsciousness, Complaint of Pain, Nausea, Hysteria; D—NO INJURY APPARENT

UNIT No. 1 - MOTOR VEHICLE

DRIVER'S FULL NAME (last) ALFREDSON, (first) EDWARD (middle) ERIC — ADDRESS: 44720 11th St., E. Lancaster, California

OPERATOR LICENSE NO.: A234782 — STATE: Calif. — ☒ REGULAR ☐ OTHER — SPECIFY TYPE: — DATE OF BIRTH: 10-04-21

Place an O under SEAT BELT if not installed; X, if installed; XX, if in use.

SEAT POS.	OCCUPANTS' NAMES	OCCUPANTS' ADDRESSES	SEAT BELT	AGE	SEX	INJ.
FRONT CENTER			X	53	M	B
FRONT RIGHT	ALFREDSON, ETHEL MARIE	44720 11th St., E., Lancaster, Cal.	X	48	F	A
REAR LEFT						
REAR CENTER						
REAR RIGHT						

VEHICLE MAKE & MODEL: Volkswagon Fastback — BODY STYLE: 2dr — YEAR: 1971

LICENSE PLATE NUMBER: 446 CZO — STATE: California — YEAR: 1975

OWNER'S NAME AND ADDRESS: Driver

VEHICLE REMOVED BY/TO: Phillips Long Ford to their lot in Baker

DAMAGE SUSTAINED: FR - 5

IS VEHICLE DRIVABLE? ☐ YES ☒ NO

UNIT No. 2 - MOTOR VEHICLE, PEDESTRIAN, BICYCLIST, OR OTHER

DRIVER'S (PEDESTRIAN'S, BICYCLIST'S OR OTHER) FULL NAME: N/A — ADDRESS:

OPERATOR LICENSE NO.: — STATE: — ☐ REGULAR ☐ OTHER — SPECIFY TYPE: — DATE OF BIRTH:

Place an O under SEAT BELT if not installed; X, if installed; XX, if in use.

SEAT POS.	OCCUPANTS' NAMES	OCCUPANTS' ADDRESSES	SEAT BELT	AGE	SEX	INJ.
FRONT CENTER						
FRONT RIGHT						
REAR LEFT						
REAR CENTER						
REAR RIGHT						

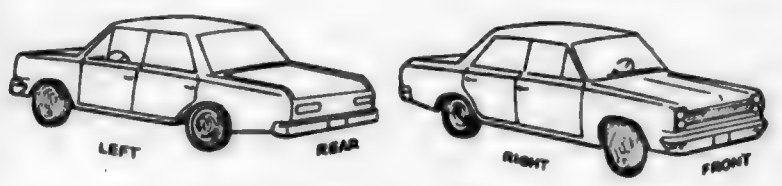
VEHICLE MAKE & MODEL: N/A — BODY STYLE: — YEAR:

LICENSE PLATE NUMBER: — STATE: — YEAR:

OWNER'S NAME AND ADDRESS:

VEHICLE REMOVED BY/TO:

DAMAGE SUSTAINED



IS VEHICLE DRIVABLE? ☐ YES ☐ NO

WEATHER (Check one)	ROAD COND. (Check one)	LIGHT COND. (Check one)
☒ CLEAR	☒ DRY	☒ DAYLIGHT
☐ RAINING	☐ WET	☐ DAWN OR DUSK
☐ SNOWING	☐ SNOWY	☐ DARKNESS, LIGHTED
☐ FOG	☐ ICY	☐ DARKNESS, UNLIGHTED
☐ OTHER.....	☐ OTHER.....	☐ OTHER.....

	UNIT 1	UNIT 2
SKIDMARKS TO IMPACT (ft)	100'	N/A
DISTANCE TRAVELED AFTER IMPACT (ft)	2'	N/A
STATED SPEED BEFORE IMPACT (MPH)	40/45	N/A
DESIGNATED SPEED FOR AREA (MPH)	55	N/A

FIRST AID GIVEN BY: Writer, Tprs Pollentier, Eckrich & others

INJURED TAKEN: St. Elisabeth Hospital

BY: Baker Fire Dept. Ambulance

WITNESSES
NAME: Farris, Victor D. ADDRESS: Sparta Stage, Baker, Oregon
NAME: Lenz, Edward ADDRESS: Box 61, Richland, Oregon

CHARGES TAKEN (Arrests, etc.): Driver Unit #1 cited for "Fail to Maintain Control of MV."

REPORTING OFFICER: 656-41 Gregory B. Brown, Tpr.

Form 68 AR-7a

Form 3a—30M

TIME 10:30 AM

OFFICER'S REPORT

OREGON STATE POLICE

No. .....

Place Baker

County Baker

Subject MOTOR VEHICLE ACCIDENT - Supplemental

September 23, 1975

REFER: Accident report dated 9-19-75 by writer, and teletype #0163 BKO, September 22, 1975.

OPERATOR: ALFREDSON, EDWARD ERIC., dob 10-04-21
44720 Eleventh Street
Lancaster, California

PASSENGER: ALFREDSON, ETHEL MARIE., dob 05-23-27
44720 Eleventh Street
Lancaster, California

NARRATIVE: Passenger, Ethel Marie Alfredson, expired September 22, 1975, 8:10 AM. Cause of death listed as an embolism.

Passenger was the wife of the driver of Unit #1.

Gregory B. Brown

656-41 Gregory B. Brown, Tpr.

Witness #1, Farris, stated in substance that he was leaning against a pickup parked in median, preparing to go to work and talking with other witnesses. Shortly after noticing the barricade had been broken, saw unit #1 come through. Approximately 100 feet before reaching the end of the pavement, vehicle appeared to brake, slid off pavement into the bridge. That he tried to wave to driver of the vehicle but to no avail.

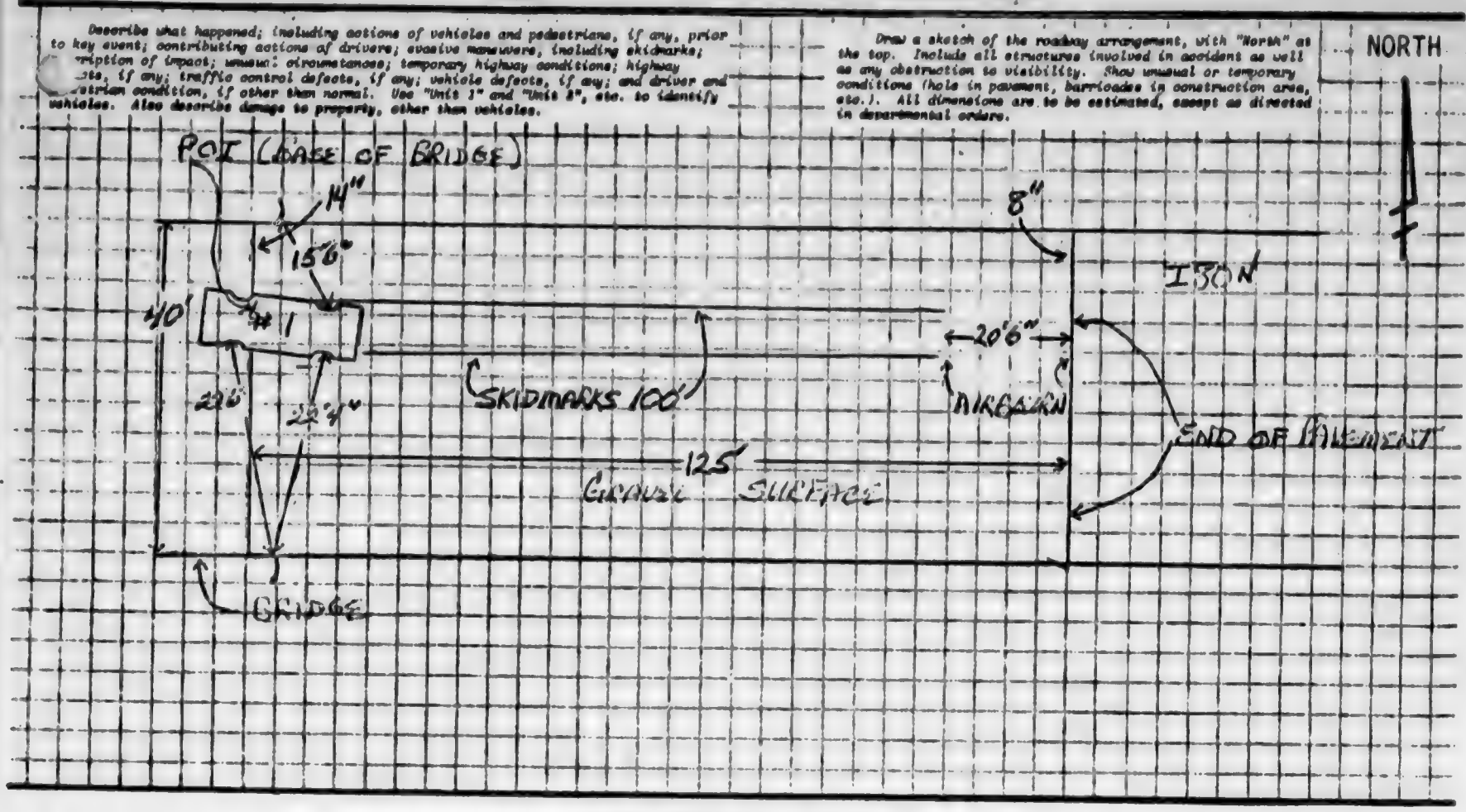
Witness #2, Lenz, stated in substance that he was with the other witnesses when he observed unit #1 after it had passed through the barricade and attempted to flag it down with the others. That he did not think brakes were applied until it got into the gravel. Appeared to be traveling about 40 to 50 mph.

Witness, Hank, Robert James, Halfway, Oregon, stated in substance that he observed barricade barrel out of place when he came to work approximately 10 minutes before the accident. Observed unit #1 come through, appeared to be traveling at least 50 mph. Did not see speed slow down any before getting into gravel. That the sun was just rising.

CRIPTION & DIAGRAM OF ACCIDENT

Describe what happened; including actions of vehicles and pedestrians, if any, prior to key event; contributing actions of drivers; evasive maneuvers, including skidmarks; ...ription of impact; unusual circumstances; temporary highway conditions; highway ...ts, if any; traffic control defects, if any; vehicle defects, if any; and driver and ...strian condition, if other than normal. Use "Unit 1" and "Unit 2", etc. to identify vehicles. Also describe damage to property, other than vehicles.

Draw a sketch of the roadway arrangement, with "North" at the top. Include all structures involved in accident as well as any obstruction to visibility. Show unusual or temporary conditions (hole in pavement, barricades in construction area, etc.). All dimensions are to be estimated, except as directed in departmental orders.



SUPPLEMENTARY REPORT

The highway at the scene is a construction zone, consisting of 15 signs indicating construction, decrease speed to 35 mph, form one line right, and detour. There are 7 signs on the inside lane and 8 signs on the outside lane, set up in a staggered manner over approximately four thousand feet. There are flashing yellow warning lights on the first, third, fifth and eighth series of signs. Traffic is routed off the freeway by a solid yellow line drawn through both lanes of traffic and to the eastbound off ramp. Behind the yellow line, approx. thirty feet are a series of large circular tubs and wooden reflectorized barricades blocking both lanes and shoulders, slanting to the off ramp. The wooden barricade and one tub had been pushed aside in the outside lane by an earlier vehicle which had driven through them. Unit #1 had been eastbound, driven through the hole in the barricades to an 8" drop, where the pavement had been cut away and cleared down to the gravel base and slid into the exposed end of the Durkee overpass bridge, which extends above the gravel base 14". Front end of unit #1 bounced up on the bridge and stopped.

Driver unit #1 stated in substance that he was eastbound, saw the signs indicating the construction area and saw the detour signs. That he saw the barricades on the inside lane, however did not see anything blocking the outside lane and felt that the detour was juts to direct traffic to the outside lane. Did not see the solid yellow line. That he saw vehicles parked in the median with workmen standing around them about the same time that he saw the drop-off, applied brakes to slow down, went over the bump, applied brakes harder and slid into the bridge. That the sun did not obstruct his vision.

Passenger unit #1 was unable to make a statement.

...ON & DIAGRAM OF ACCIDENT

Describe what happened; including actions of vehicles and pedestrians, if any, prior to key event; contributing actions of drivers; evasive maneuvers, including skidmarks; description of impact; unusual circumstances; temporary highway conditions; highway ...ns, if any; traffic control defects, if any; vehicle defects, if any; and driver and ...rian condition, if other than normal. Use "Unit 1" and "Unit 2", etc. to identify ...les. Also describe damage to property, other than vehicles.

Draw a sketch of the roadway arrangement, with "North" at the top. Include all structures involved in accident as well as any obstruction to visibility. Show unusual or temporary conditions (hole in pavement, barricades in construction area, etc.). All dimensions are to be estimated, except as directed in departmental orders.

NORTH

SUPPLEMENTARY REPORT

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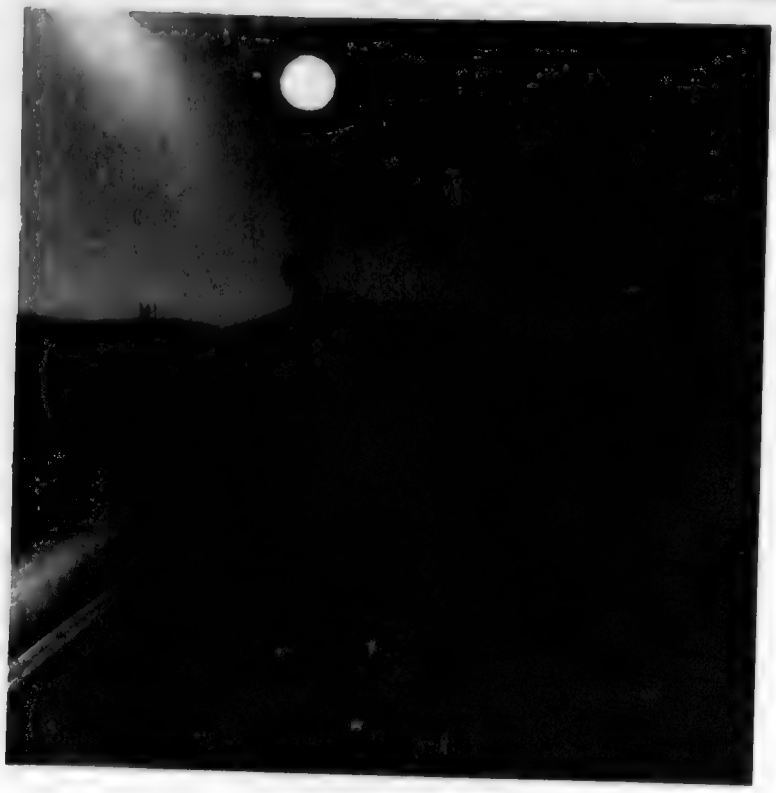


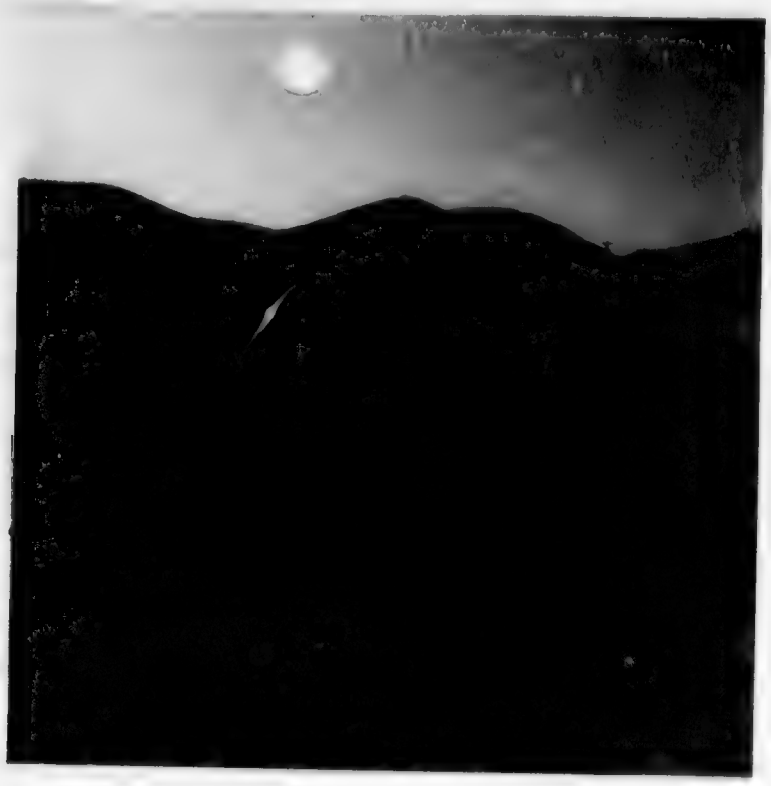
View facing easterly
1,000 ft. distant of
accident scene.

Driving lane of accident
victims.

View facing easterly
1,000 ft. distant of
accident scene.

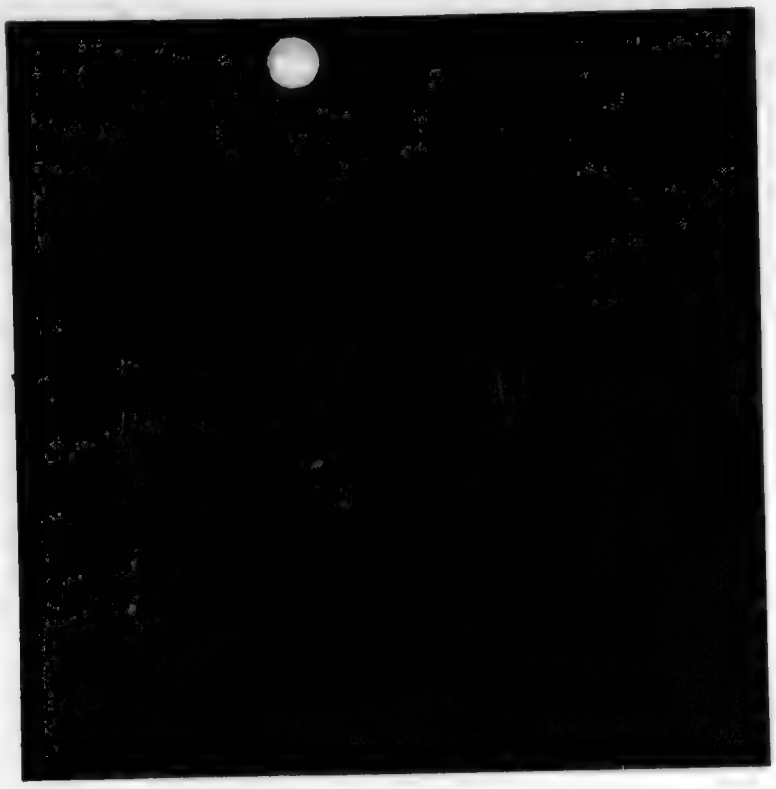
Left lane of "L.B."
"note wooden barricade"
Right lane of "L.B." was
typical of the left lane.

View facing westerly in
"L.B." lanes.



View facing easterly.

View facing westerly.

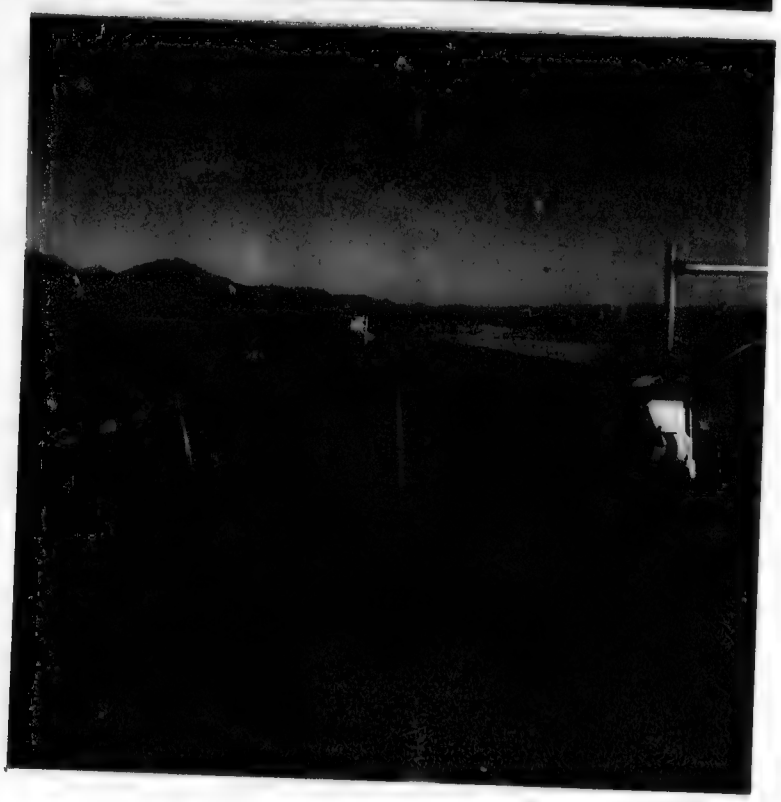


View facing westerly.

View facing easterly.

Excavated depth at
bridge end = 15 inches ±

View facing westerly in "E.B." lanes.



View facing westerly in "E.B." lanes. 900 ft. ± from plastic safety markers and barricades.

View facing westerly.

Excavated area(100 Lin. Ft. from structure).

8102

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 13, 1975

Rainier Bank
PO Box 559
Kirkland, WA 98033

Attention: James R. Shideler

We have received your safekeeping receipt #9545, covering Rainier National Bank TCD # 48427, $38,000, to be used as deposits in lieu of retainage on our contracts 8102 ($22,000) and 8209 ($16,000) with Watson Asphalt Paving Co., Inc. Funds in this certificate should not be disbursed to the contractor except upon written notification from the Oregon State Highway Division.

Vernon E. Skoog
Controller

By

Janice Peterson
Contract Payments Executive

JP:pl

cc: Watson Asphalt Paving Co.

bc: C. W. Head R. Church
J. Bond C. Barrett

Form 81-734-3122

SAFE KEEPING RECEIPT
NOT NEGOTIABLE Kirkland BRANCH Kirkland WASHINGTON No. 9545

NATIONAL BANK OF COMMERCE of Seattle

RAINIER NATIONAL BANK formerly The National Bank of Commerce of Seattle

RECEIVED FROM Oregon State Highway Department DATE October 9, 1975

COLLECT

Rainier National Bank T.C.D. #48427 dated October 9, 1975 in the amount of $38,000 made payable to Watson Asphalt Paving Co., Inc. and Oregon State Highway Department, interest at 5%
In lieu of retainage on Contract #8209 - $16,000
" #8102 - $22,000

INT.
PRIN.
CREDIT
REMIT

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.
PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

SD 1917 R 7-67

CUSTOMER SIGNATURE

Dorothy C. Hansen
MANAGER, SAFEKEEPING DEPT.

RAINIER BANK

October 9, 1975

Attention: R. I. Hacek
State of Oregon, Finance Branch
Highway Building
Salem, Oregon 97310

Gentlemen:

Re: Watson Asphalt Paving Co., Inc., in lieu of retainage
Contract #8102 - $22,000.00
Contract #8209 - $16,000.00

Enclosed is our Safekeeping Receipt #9545 for a Rainier National Bank Time Certificate of Deposit #48427 in the amount of $38,000.00 payable to Watson Asphalt Paving Co., Inc. and Oregon State Highway Department. The instrument has been endorsed by Watson and we are holding it in your behalf in lieu of retainage on the subject contract.

Sincerely,

James R. Shideler
Assistant Vice President
and Manager

JRS:dh
Enclosuree

-8102

bc: ~~C. W. Head~~
C. Barrett
J. Bond
R. Church

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 16, 1975

Rainier Bank
PO Box 559
Kirkland, OR 98033

Attention: James R. Shideler

We acknowledge receipt of your safekeeping receipt #9504 covering bank bond #129844, $40,000, to be used in lieu of retainage on our contracts with Watson Asphalt Paving Company as follows:

Contract	Amount
~~8102~~	$14,000
8209	26,000

If a safekeeping receipt is to be used in lieu of retainage, it should be in our office on or before the ending day of the pay period for the contract, in this case, September 10th. In the future, please try to arrange for earlier delivery of safekeeping receipts so that we may give proper credit to the contractor.

Vernon E. Skoog
Controller

By

R. J. Hacek
Accounting Systems Officer

JP:pl

cc: Watson Asphalt Paving Co.

Form 81-734-3122

NOT NEGOTIABLE Kirkland BRANCH Kirkland WASHINGTON No. 9540

NATIONAL BANK OF COMMERCE of Seattle

RECEIVED FROM State of Oregon

DATE September 11, 1975

Rainier BankBond #129844 in the amount of $40,000.00, payble to Watson Asphalt Paving Co., Inc. and State of Oregon, dated 9-11-75, endorsed by Watson, interest 5%, due Oct 14, 1975
in lieu of retainage on Interstate 80: - Contract #3102 - $14,000.00
Contract #8209 - $26,000.00

COLLECT
INT.
PRIN.
CREDIT
REMIT

WITH AND SUBSEQUENT COUPONS ATT. TOTAL NO. SHARES OR PAR VALUE $

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.
PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

SD 1917 R 7-67

CUSTOMER SIGNATURE

Dorothy C. Hansen
MANAGER SAFEKEEPING DEPT.

1 87

RAINIER BANK

September 11, 1975

Attention: R. I. Hacek
State of Oregon, Finance Branch
Highway Building
Salem, Oregon 97310

Gentlemen:

Re: Watson Asphalt Paving Co., Inc., in lieu of retainage
Contract #8102 - $14,000.00
Contract #8209 - $26,000.00

Enclosed is our Safekeeping Receipt #9540 on a Non-negotiable "Rainier BankBond" #129844 in the amount of $40,000.00, payable to Watson Asphalt Paving Co., Inc. and the State of Oregon. The instrument has been endorsed by Watson and we are holding it in your behalf in lieu of retainage on the subject contract.

Sincerely,

James R. Shideler
Assistant Vice President
and Manager

JRS:dh
Enclosure

RECEIVED
SEP 15 ;
HWAY ACCOUNTING

8102 8-14-75

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
80N-7(47)316

STATE PROJECT NO.
Pleasant Valley-Bubbs Ranch

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-798

COUNTY NAME
Baker

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 15 '75
REFER TO
FOR

Info	Invest	R/W	D/A	Spec	Agt	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	July 18, 1975	Interstate Route 80N	Old Oregon Trail Rt. #6

GENERAL LOCATION:

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:
Interstate - Minor Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify)
Minor Program Change

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of December 27, 1974 approved this project for inclusion in the federal-aid program.

As requested in Mr. Rulien's July 31, 1975 letter I approve the minor program change as follows:

1. Project Location: I-80N, Pleasant Valley Interchange East 11.723 miles.
2. Termini: I-80N Pleasant Valley Interchange East 11.723 miles.
3. Miles: 11.723

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-14-75	C R Burglund	Division Engineer

8-18-75
ORIGINAL TO
L. W. Rulien

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8102

Robert Straub
[redacted]
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 12, 1975

Rainier National Bank
PO Box 559
Kirkland, OR 98033

Attention: James R. Shideler

We received your Safekeeping Receipt #9529, in the amount of $34,000, to be used in lieu of retainage on our contracts with Watson Asphalt Paving Co. The Safekeeping Receipt covers bank bond #129821 and will be distributed on contracts as follows:

Contract	Amount
8102	$ 2,200
8111	29,000
8209	2,800

The proceeds of this bank bond should not be released to the contractor except upon written notice from the Highway Division.

Vernon E. Skoog
Controller

By

R. J. Hacek
Accounting Systems Officer

JP:pl

cc: Watson Asphalt Paving Co.

bc: C. W. Head
J. Bond
R. Church
C. Barrett

RAINIERBANK

August 7, 1975

AUG - 8 1975

FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

Attention: R. I. Hacek
State of Oregon, Finance Branch
Highway Building
Salem, Oregon 97310

Gentlemen:

Re: Watson Asphalt Paving Co., Inc., in lieu of retainage
Contract #8102 - $ 2,200.00
Contract #8209 - 2,800.00
Contract #8111 - 29,000.00

Enclosed is our Safekeeping Receipt #9529 on a Non-negotiable "Rainier BankBond" #129821 in the amount of $34,000.00, payable to Watson Asphalt Paving Co., Inc. and the State of Oregon. The instrument has been endorsed by Watson and we are holding it in your behalf in lieu of retainage on the subject contract.

Sincerely,

James R. Shideler
Assistant Vice President
and Manager

JRS:dh
Enclosure

AUG 11 1975

FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

SAFE KEEPING RECEIPT
NOT NEGOTIABLE

F[illegible]kland BRANCH Kirklar WASHINGTON No. 9528

NATIONAL BANK OF COMMERCE of Seattle

RECEIVED FROM State of Oregon

DATE August 7, 1975

COLLECT

Rainier BankBond #129821 in the amount of $34,000.00 payable to Watson Asphalt Paving Co., Inc and State of Oregon, dated 8-7-75, endorsed by Watson
Interest 5%.
In lieu of retainage on Interstate 80: - Contract #8102 - $2,200
" #8209 2,800
" #8111 29,000

INT.
PRIN.
CREDIT
REMIT

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.
PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

Dorothy E. Hamm
CUSTOMER SIGNATURE

MANAGER, SAFEKEEPING DEPT.

D 1917 R 7-67

C. T. Kelsey

[illegible] limits of the
[illegible]ck excavation
the correction
from Regional Co
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corrective work
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the work as of

as a minor change
at 0.679 mile nort
of 11.723 miles.
necessary in the
A:
ON. Pleasant Vall
esant Valley Int

#8102

B

PRO 6-2

July 31, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Minor Program Change
Pleasant Valley-Bubbs Ranch Section
Project No. I-80N-7(47)316

We hereby request your approval, as a minor change, to extend the limits of the subject project 0.679 mile northwesterly to give an overall project length of 11.723 miles.

The following changes will be necessary in the Program Data and the items should now read:

1. Project Location: I-80N, Pleasant Valley Intchge., E. 11.723 miles.

2. Termini: I-80N, Pleasant Valley Intchge., E. 11.723 miles.

3. Miles: 11.723

This extension of the limits of the project is necessary to utilize surplus rock excavation material in the construction of a buttress for the correction of a slide at the Pleasant Valley Interchange from Station 695+00 to Station 699+00. Additional information is contained in the enclosed memo of July 24, 1975 from Regional Construction Engineer Dale Allen.

The extension of the subject project and the inclusion of this slide corrective work has been discussed with FHWA Area Engineer Mr. Nichols and verbal authorization given to proceed with the work as of July 18, 1975.

CL:bb

Enc.
cc: C. T. Keasey

8102

CON R 518

:RC)

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert Straub
[redacted]
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 18, 1975

Rainier National Bank
PO Box 559
Kirkland, WA 98033

Re: Contract 8102

We have received your Safekeeping Receipt 9518, covering Certificate of Deposit #129804 in the amount of $43,000, to be used in lieu of retainage on our Contract 8102 with Watson Asphalt Paving Co. These funds should not be released to the contractor except upon written notice from the Highway Division

Vernon E. Skoog
Controller

By

R. J. Hacek
Accounting Systems Officer

JP:pl

cc: Watson Asphalt Paving Co.

SAFE KEEPING RECEIPT
NOT NEGOTIABLE

No 9

Kirkland BRANCH Kirkland WASHINGTON No. 9518

NATIONAL BANK OF COMMERCE of Seattle

RECEIVED FROM State of Oregon

DATE July 14, 1975

	COLLECT
Rainier BankBond #129804 in the amount of $43,000.00, payable to Watson Asphalt Paving Co, Inc. and the State of Oregon, dated July 14, 1975, interest 5½%. (In lieu of retainage on Interstate 80 Pleasant Valley Interchange to Bubb's Ranch Contract #8102, Contactor - Watson Asphalt Paving Co., Inc.)	INT. PRIN. CREDIT REMIT

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.
PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

SD 1917 R 7-67

CUSTOMER SIGNATURE

Dorothy E. Hansen
MANAGER, SAFEKEEPING DEPT.

Oregon State Highway Division

Federal Aid Project
No. I-80N-7(47)316 Safety

PLEASANT VALLEY INTCHGE.-BUBBS RANCH SECTION

OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

Salem, Oregon, February 12, 1975

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 725+65 to Sta. 1312+00)

Furnishing Field Laboratory	1 only	1,500.00	$ 1,500.00
Mobilization	All Required		225,000.00
Temporary Protection and Direction of Traffic	All Required		35,000.00
Temporary Signs	3,200 sq.ft.	6.00	19,200.00
Temporary Plastic Safety Markers	40 only	40.00	1,600.00
Oversize Advance Construction Signs	2 only	2,000.00	4,000.00
Flagmen	2,000 hours	12.00	24,000.00
Clearing and Grubbing	All Required		25,000.00
Removal of Structures and Obstructions	All Required		41,000.00
Ditch Excavation	1,350 cu.yds.	5.00	6,750.00
General Excavation	205,000 cu.yds.	1.75	358,750.00
Extra for Selected Topsoil Material	12,870 cu.yds.	2.00	25,740.00
Gravel Blanket	2,290 cu.yds.	5.00	11,450.00
Trench Excavation	540 cu.yds.	10.00	5,400.00
Finishing Roadbed and Slopes (11.15 mi.)	All Required		10,000.00
Watering	2,750 M-gals.	3.00	8,250.00
Aggregate Shoulders	62,000 ton	3.25	201,500.00
Class "B" or Class "C" Asphalt Concrete Mixture	115,600 ton	5.25	*606,900.00
Class "E" Asphalt Concrete Mixture	27,500 ton	6.25	*171,875.00
Asphalt Cement in Mixture	9,440 ton	75.65	*714,136.00
Portland Cement Additive in Class "E" Mixture	270 ton	50.00	* 13,500.00
Asphalt in Tack Coat	100 ton	100.00	* 10,000.00
Concrete in Box Culvert	33 cu.yds.	150.00	4,950.00
Reinforcement in Box Culvert	4,000 lbs.	0.50	2,000.00
8-inch Culvert Pipe	928 lin.ft.	4.50	4,176.00
12-inch Culvert Pipe	8 lin.ft.	6.00	48.00
15-inch Culvert Pipe	32 lin.ft.	8.10	259.20
18-inch Culvert Pipe	448 lin.ft.	10.00	4,480.00
24-inch Culvert Pipe	384 lin.ft.	12.50	4,800.00
36-inch Culvert Pipe	234 lin.ft.	19.30	4,516.20
48-inch Culvert Pipe	38 lin.ft.	28.00	1,064.00
Extra for Pipe Under Pavement	58 lin.ft.	5.00	290.00
Concrete Manholes	1 only	1,500.00	1,500.00

Concrete Inlets, Type G-1	17 only	400.00	6,800.00
Concrete Inlets, Type G-2MA	30 only	500.00	15,000.00
Reconstructing Inlets	4 only	300.00	1,200.00
8-inch Drain Pipe	380 lin.ft.	6.00	2,280.00
Special Filter Material in Drains	45 cu.yds.	15.00	675.00
Guard Rail, Type 2A	49,763 lin.ft.	4.20	209,004.60
Guard Rail, Type 3	175 lin.ft.	11.00	1,925.00
Guard Rail Anchors, Type 1	15 only	380.00	5,700.00
Guard Rail Anchors, Type 2	32 only	270.00	8,640.00
Rail End Pieces, Type A	26 only	20.00	520.00
Rail End Pieces, Type C	15 only	125.00	1,875.00
Type 2 Fence	6,750 lin.ft.	1.70	11,475.00
Concrete Barrier	9,850 lin.ft.	12.65	124,602.50
Paved Culvert End Slopes	1,213 sq.ft.	5.00	6,065.00
Drainage Curbs	7,500 lin.ft.	2.00	15,000.00
Loose Riprap, Class 100	95 cu.yds.	15.00	1,425.00
26' Cattle Guard	4 only	5,000.00	20,000.00
Guide Posts	465 only	14.00	6,510.00
Roadside Seeding and Mulching	36 acres	500.00	18,000.00
Membrane Waterproofing	6,310 sq.yds.	7.50	47,325.00
Paving Dam	273 lin.ft.	147.00	40,131.00
Removal of Existing Sign Installations	All Required		200.00
Painted Wood Sign Posts	All Required		900.00
Type "D" Signs in Place	38 sq.ft.	9.50	361.00
			$3,094,248.50

Anticipated Items

Slide Correction (E.W.)	All Required	$ 10,000.00
Permanent Pavement Striping (S.F.)	All Required	4,500.00
Stage Construction Striping (S.F.)	All Required	3,000.00
Temporary Erosion Control (E.W.)	All Required	5,000.00
On-the-Job Trainees (5 @ $800)(E.W.)	All Required	4,000.00
Remove Paint from Guardrail to Remain in Place (E.W.)	All Required	200.00
		$ 26,700.00
Subtotal		$3,120,948.50
Engineering (*Part)		312,094.50
Total		$3,433,043.00

Length of Project - - - 11.044 Miles
Cost of Roadway Per Mile - - - $310,851.41

Overlay	*$1,668,052.00
Safety	1,764,991.00
Total	$3,433,043.00

Federal Funds	$3,168,012.00
State Funds	265,031.00
Total	$3,433,043.00

Group 1 - 100%

Contract No. 8102

Prefix No. 601-1081

PLEASANT VALLEY INT.-BUBBS RANCH SECTION

Nonparticipating-State Work

State Responsibility for Damages	All Required	$ 5,000.00

8102 1-22-75

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-80N-7(47)316

STATE PROJECT NO. Pleasant Valley Intchng-Bubbs Ranch Section

COUNTY NAME Baker

PROGRAM NO.

ITEM NO. I-798

PROGRAM STAGE (Check) [ ] 1. [X] 2.

FROM: G. L. Green, Division Engineer
Salem, Oregon

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JAN 27 '75

REFER TO

FOR

Info	Drives	R/D	D/R	Sign	Act	Files
					✓	

DATE PS&E APPROVED: January 8, 1975

DATE AUTHORIZATION EFFECTIVE: January 8, 1975

FEDERAL ROUTE NUMBER: Interstate Route 80N

STATE ROUTE NUMBER: Old Oregon Trail Primary Route 6

GENERAL LOCATION: I-80N, 0.5 mile east of Pleasant Valley Interchange, East

1-28-75
ORIGINAL TO
L. W. Rulien
w/att.

GENERAL DESCRIPTION OF WORK: Grade, Drain, High-Type Pavement, Sign and Guardrail

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify)

Slide Correction	$10,000.00
Permanent Striping (S.F.)	4,500.00
Stage Constr. Striping (S.F.)	3,000.00
Temporary Erosion Control	5,000.00
On-the-Job Training	4,000.00
Remove Paint from Guardrail to Remain in Place	200.00

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION • ADVERTISE FOR RECEIPT
- [X] OF BIDS
- [ ] CONSTRUCTION • PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your estimate.

Mr. Rulien's January 6, 1975 request and certifying statements are accepted.

PS&E documents have been reviewed for the subject project and are approved.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
JAN 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE: 1-22-75

SIGNATURE OF APPROVING OFFICIAL: Warren W. Clifford

TITLE: Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

12-27-74

8102

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 7, 1975

In reply refer to: 1041DA.5

SUBJECT: Oregon Project I-80N-7(47)316
Pleasant Valley-Bubbs Ranch Section
Materials Source

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Terpin's December 26, 1974 letter, we concur in specifying the State quarry 1R-5-1210, Source #1-1-5, located left of MP 318.4 as a mandatory source for the subject project.

for G. L. Green

1-10-75

RECEIVED
STATE HWY ENG.
JAN 8'75
RE. _R JO
FOR
Info | Signature | R/O | D/R | Sign | File

RECEIVED
JAN 9 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

TRANSACTION NUMBER 12-96 AND 1-1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

CLASS OF FEDERAL FUNDS

STATE HIGHWAY DEPARTMENT	DATE
OREGON	12-27-74

BY (Signature)
L.W. RULIEN'S DECEMBER 19, 1974 LETTER

TITLE
PROJECT MANAGEMENT ENGINEER

TRANSACTION NUMBER 12-96 AND 1-1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 12-27-74

BY (Signature): L.W. RULIEN'S DECEMBER 19, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: [XX] FAI [ ] FAP [ ] FAU [ ] FAS [ ] OTHERS

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 798 THRU 799

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
798	I-80N-7(47)316	11.00	4,560,000	4,207,900	PLEASANT VALLEY INTERCHANGE BUBBS RANCH SECTION. BAKER COUNTY-STATE OF OREGON	GRADE, DRAIN, HIGH TYPE PAVEMENT, SIGN AND GUARDRAIL.
799	I-80N-8(30)351	2.7	1,050,000	968,900	BENSON CREEK INTERCHANGE OLDS FERRY INTERCHANGE MALHEUR COUNTY-STATE OF OREGON.	GRADE, DRAIN, HIGH TYPE PAVEMENT, SIGN AND GUARDRAIL.

OTHER IDENTIFICATION AND/OR REMARKS (State)

RECEIVED
STATE HWY ENGR
DEC 31 '74
REFER TO
Orig - Hunt
FOR
Invest | R/D | D/R | Sign | Act | File

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		12-27-74	FOR: G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

8102

8102

OREGON STATE HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 26, 1974

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: Pleasant Valley-Bubbs Ranch Section
Old Oregon Trail Highway
Baker County

In support of our previous request to specify that the state-furnished material source be mandatory the following information is provided.

The quarry site has had further testing made concerning the quality of the material. These tests show that a sufficient quantity of good quality rock is available in the proposed quarry.

As stated in the accompanying correspondence other possible sources will produce aggregates of marginal quality.

On the basis of this additional information and that already submitted we, therefore, request approval to specify the state-furnished material source be mandatory.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Frank E. Terpin

F. E. Terpin
Final Design Engineer

FET:jh
Encl. (2)
cc: E. S. Hunter
L. W. Rulien
Gary Potter
W. E. Schwartz
C. G. Swenson
Fred Eriksen

RECEIVED
DEC 27 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form 81-734-3122

8102

December 19, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Projects I-80N-7(47)316 & I-80N-8(30)351

We are submitting program data for two projects, Item Nos. 798 and 799, which we desire to have included in the Federal-aid Interstate Highway Program.

It is our present intention to receive bids for these projects on January 30, 1975.

We request a waiver of District 13 Clearinghouse A-95 review for Item No. 798 based on the fact that the work involved (1) is stage construction consisting of an overlay of asphalt concrete pavement to increase the structural strength of the traffic lanes and shoulders; (2) is safety improvement to update the roadside to present Interstate standards conforming with recommendations set forth in AASHO's "yellow book"; (3) is such that it will not affect decisions or other public works activities of concern to clearinghouse agencies, or result in significant alteration of land use or traffic flow patterns which would require changes in planning completed or underway.

Enclosure.

JG:wm

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO U.S.O.

FORM PR-1 (REV. 4-61)

12-19-74

Budget Bureau No. 41-R2067; Appro

U.S. DEPA BUR

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD																	
CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (65 typewriter spaces) 21		ADT	PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME	ST CO (2)							
	1	I-80N, 0.5 mi. E. of Pleasant Valley Int., E 65			3,600	5,600	94	10	OREGON								
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 62		NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV. AREA (69)(70)	DA CLASIFT. (70)	DA AREA (71)(72)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER (S) 14	NUMBER 23	SEQ. 7					
	Gr., Dr., H.T. Pave, Sign, G-rail										I- 80-7	(4					
CARD 4	CLASS OF FEDERAL FUNDS: Interstate							COUNTY NAME: Baker			CODE 001 (114)(116)						
	NAME OF URBAN AREA 17-31 - -							ROUTE NO. I	FEDERAL-AID I-80N (32)		STATE (36)(37)	U.S. I-80N (41)					

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE 42 46	STEP 53	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(78)	STATE FUNDS	OTHER FUNDS	
1	(1418)	(16	41	42									
5					PE		I-80N, 0.5 mi. E. of Pleasant Valley Intchge., E. 11.0 mi.						Gr., with lane & 6' 8.4' Safe of r sign medi mino & ot RR p serv ROW Acce non Park com
5					ROW								
5					CONST (CODE) (Safety) 6201		"Pleasant Valley Intchge - Bubbs Ranch Sec."	11.0	4,560,000	4,207,900	352,100		
							PROJECT TOTALS	11.00	4,560,000	4,207,900	352,100		

CARD	CODE	PREPARED BY
1	1	
1	14	PROGRAM APPROVAL DATES

(16) (23)(24) (80)

REMARKS

Additional Data: Item Nos. 168, 262 &
Project Nos. I-80N-7(8), (12) & (15),

USCOM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

12-19-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)
I-80N, 0.5 mi. E. of Pleasant Valley Int., E

ADT | PRESENT: 3,600 | FUTURE: 5,600 | YEAR: 94

REGION: 10 | STATE NAME: OREGON | STATE CODE: 41 | APPN CODE: 042 | ITEM NO.: 798

I. Projects Only

DESCRIPTION OF PROPOSED WORK (35 typewriter spaces)
Pave, Sign, G-rail

NATL. FOREST | FA ROUTE NO. | SUPV. AREA | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR.

PROJECT NUMBER: PREFIX LETTER(S): I- | NUMBER: 80-7 | SEQ. NO.: (47) | POST MI.: 316 | DESIG.: N

FUNDS: Interstate

COUNTY NAME: Baker | CODE: 001

ROUTE NO.: I | FEDERAL-AID: I-80N | STATE | U.S.: I-80N

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-80N, 0.5 mi. E. of Pleasant Valley Intchge., E. 11.0 mi.						Gr., dr., & overlay with AC pave. 4-12' lanes with 10' R & 6' min. L shldrs., 8.4' min. median. Safety revisions of roadway slopes, signs, guardrail, median barrier, minor drainage strs. & other appurtenances. RR protective service as required. ROW - 250' min.; Access control - none; Parking restrictions- complete.
ROW								
CONST (CODE) (Safety) 6201		"Pleasant Valley Intchge - Bubbs Ranch Sec."	11.0	4,560,000	4,207,900	352,100		
		PROJECT TOTALS	11.00	4,560,000	4,207,900	352,100		

ESTIMATED PROJECT COST BY PHASES

REMARKS
Additional Data: Item Nos. 168, 262 & 376; Project Nos. I-80N-7(8), (12) & (15), respectively.

-over-

PREPARED BY

FHWA APPROVAL DATES

USCOMM DUSCOMM-DC 48908-P61

PLEASANT VALLEY INTCHGE - BUBBS RANCH SECTION

PROJECT NO. I-80N-7(47)316

Remarks Continued:

Project Data: The work consists of (1) grade, drain and overlay with asphalt concrete pavement the existing facility consisting of four 12-foot lanes with 10-foot right and 6-foot minimum left shoulders and 8.4-foot minimum median; (2) safety revisions to bring to present Interstate Standards the roadway slopes, signs, guardrail, median barrier, minor drainage structures and other appurtenances. RR protective service as required.

IM 50-1-70 Requirements:

a. State Clearinghouse----Exempt from A-95 review under working agreement dated April 28, 1970.

b. Dist. 13 Clearinghouse-Waiver of A-95 review being requested under the program cover letter based on the fact that the project is solely stage construction of the pavement structure and safety improvement.

PPM 90-1 Requirements:

a. Pleasant Valley - Oxman Section---"Negative Declaration" was concurred in by FHWA on August 5, 1974.

b. Oxman - Bubbs Ranch Section-------"Negative Declaration" was concurred in by FHWA on September 19, 1973.

Public Hearings:

a. Pleasant Valley - Oxman Sec., Project I-80N-7(45)--- On September 4, 1974 FHWA concurred that the time saving provisions of FAHPM 6-8-2-1 par. 7b applies.

b. Oxman - Bubbs Ranch Sec.---None required under par 6c of PPM 20-8.

Location/Design: Not a factor in the development of this p

Note: (1) On-the-job trainees, as set forth in FHWA orde 7-2(2), on this project will be determined at P stage and the number stipulated in the PS & E

(2) The project qualifies as a "Safety Improvement under the provisions of FAHPM 6-8-2-1 as the w than the overlay, is for the correction of roa features identified as hazardous in the AASHO "Highway Design and Operational Practices Rela Safety".

(3) This project is in Congressional District No.

Data for PR-37:

	Type Code	Description	Est. Cost
Roadway:	6201	A.C./Stone Base	$3,846,000
Safety:	Y002	Traffic Signs	1,700
	Y007	Minor Structures	142,300
	Y101	Guardrail	570,000
		Total Est. Cost	$4,560,000

PLEASANT VALLEY INTCHGE - BUBBS RANCH SECTION

PROJECT NO. I-80N-7(47)316

nued:

The work consists of (1) grade, drain and overlay concrete pavement the existing facility consisting ot lanes with 10-foot right and 6-foot minimum left 8.4-foot minimum median; (2) safety revisions to ent Interstate Standards the roadway slopes, signs, dian barrier, minor drainage structures and other s. RR protective service as required.

equirements:

e Clearinghouse----Exempt from A-95 review under working agreement dated April 28, 1970.

t. 13 Clearinghouse-Waiver of A-95 review being requested under the program cover letter based on the fact that the project is solely stage construction of the pavement structure and safety improvement.

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man - Bubbs Ranch Section-------"Negative Declaration" was concurred in by FHWA on September 19, 1973.

ings:

easant Valley - Oxman Sec., Project I-80N-7(45)--- On September 4, 1974 FHWA concurred that the time saving provisions of FAHPM 6-8-2-1 par. 7b applies.

b. Oxman - Bubbs Ranch Sec.---None required under paragraph 6c of PPM 20-8.

Location/Design: Not a factor in the development of this project.

Note: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FAHPM 6-8-2-1 as the work, other than the overlay, is for the correction of roadside features identified as hazardous in the AASHO report, "Highway Design and Operational Practices Related to Safety".

(3) This project is in Congressional District No. 2.

Data for PR-37:

	Type Code	Description	Est. Cost
Roadway:	6201	A.C./Stone Base	$3,846,000
Safety:	Y002	Traffic Signs	1,700
	Y007	Minor Structures	142,300
	Y101	Guardrail	570,000
		Total Est. Cost	$4,560,000

8102

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-80N-7(-)
Pleasant Valley-Bubbs Ranch Section
Old Oregon Trail Highway
Mandatory Borrow Source

DATE: November 26, 1974

In reply refer to: 1041DA.5

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Terpin's November 18, 1974 letter concerning the relative costs of obtaining material from a commercial source in Baker and a State-owned pit. We concur that it does not appear to be economically feasible to obtain material for the subject project from commercial sources in Baker. However, we believe it would be preferable to eliminate the established source through the competitive bidding process.

NOTED
E. S. HUNTER
cc Vanstay
11-29-74

for G. L. Green

RECEIVED
NOV 27 '74
REFER TO
FOR

RECEIVED
NOV 29 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A. L. JOHN

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 18, 1974

NOTED
E. S. HUNTER

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: Pleasant Valley-Bubbs Ranch Sec.
Old Oregon Trail Highway
Baker County

Dear Mr. Green:

Please refer to my letter of October 14, 1974 requesting your approval in designating the state-owned quarry northeast of Pleasant Valley as a mandatory material source.

In addition to the environmental considerations previously stated, there will be a definite economic advantage.

The next known source within a reasonable distance is near the Campbell Street Interchange in Baker. This source is a distance of 13.5 miles from the project. Our Cost Section currently estimates truck haul at $0.13 a ton mile and has provided us with the following cost comparison.

Crushed material cost at Baker	$1.30 Ton
Truck haul to west end of project (13 miles @ $0.13 per ton mile)	1.70 Ton
TOTAL	$3.00
Crushed material produced at Pleasant Valley Quarry	$1.60 Ton
Truck haul to west end of project (1 mile @ $0.13 per ton mile)	0.13 Ton
TOTAL	$1.73

RECEIVED
NOV 19 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

This estimate indicates a saving of $1.27 per ton will be realized if the use of the Pleasant Valley Quarry is mandatory.

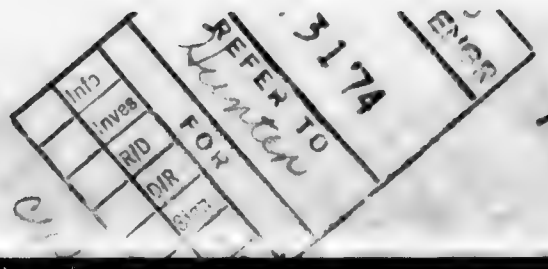
Very truly yours,

J. H. Versteeg
Road Design Engineer

By Frank E. Terpin

Frank E. Terpin
Final Design Engineer

FE:we
cc: E. S. Hunter
L. W. Rulien
W. E. Schwartz
C. G. Swenson
Fred Eriksen



8102

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 30, 1974

In reply refer to: 1041DA.5

SUBJECT: Oregon Project I-80N-7(-)
Pleasant Valley-Bubba Ranch Section
Old Oregon Trail Highway
Mandatory Source

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We concur that it is in the public interest to specify the State-owned quarry located northeast of Pleasant Valley as a mandatory source for the following reasons:

The source contains material of proven quality while other known sources within a reasonable distance contain material that is inferior.

It utilizes an existing pit and will not require opening another pit with its attendant impacts on the environment.

Other sources further from the project would require the use of more energy to haul the material to the project.

for G. L. Green

NOTED
E. S. HUNTER
cc w/ltr
attached
directing
11-4-74

RECEIVED
STATE HIGHWAY ENGR
OCT 31 '74
REFER TO
Hunter
FOR
CHIEF | ASSIST | R/W | ENGR | | | |
| | | | | 4 |

c/a 1

RECEIVED
NOV 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8102

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-80N-8(-)
Pleasant Valley-Bubbs Ranch Section
Old Oregon Trail Highway
Baker County

DATE: October 16, 1974

In reply refer to: 1041DA.A

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have received your letter of October 7, 1974 requesting approval of crediting the subject Federal-aid project by the amount of $0.0126 per pound of steel guardrail member salvaged by the State.

We concur that this is in the public interest and hereby approve your request.

G. L. Green

cc:
OSHD (F Terpin)

NOTED
E. S. HUNTER
cc Rubin
Kearny
10-18-74

RECEIVED
STATE HWY ENG
OCT 17 '74
REFER TO
FOR

RECEIVED
OCT 18 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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8102

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 14, 1974

NOTED
E. S. HUNTER

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: Pleasant Valley-Bubbs Ranch Section
Old Oregon Trail Highway
Baker County

Dear Mr. Green:

It is proposed to use the state-owned quarry located northeast of Pleasant Valley as the source of surfacing aggregates for this project. This quarry is the nearest state-controlled source to the project and has available material of proven quality.

We believe it to be in the best interest of the public to make the use of this quarry mandatory and solicit your approval in this action.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By Frank E. Terpin

Frank E. Terpin
Final Design Engineer

FET:we

bc: E. S. Hunter
L. W. Rulien
W. E. Schwartz
C. G. Swenson
Fred Eriksen

RECEIVED
OCT 15 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8102

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 7, 1974

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: Pleasant Valley-Bubbs Ranch Section
Old Oregon Trail Highway
Baker County

Dear Mr. Green:

It is proposed to allow the contractor on the subject project to remove the existing guard rail and metal median barrier. He will be permitted to use any parts of the removed material which meets current standard in the construction of new guard rail. It is anticipated there will be an excess of 23,100 linear feet of steel rail members.

We will specify that the unused rail remain the property of the State and that the contractor is to stockpile the salvaged material in the State maintenance yard in Huntington.

The State will credit the Federal-aid project by the amount of $0.0126 per pound of steel rail member salvaged by the State.

This price was arrived at in the following manner:

The scrap value of the material is $0.0076 per pound.

The cost of handling and hauling to the maintenance yard at Huntington is estimated to be $0.005 per pound.

We will initially credit the project for the following amount of money:

Guard Rail Panels 165,000 lb. @ $0.0126 per lb. - $2,079.00

The actual credit to the project will be adjusted when the quantities of material salvaged and delivered is determined.

RECEIVED
OCT 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

We believe the above described manner of handling the matter is in the public interest and solicit your approval for the salvaging of this material.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By Frank E. Terpin
Frank E. Terpin
Final Design Engineer

bc: E. S. Hunter
L. W. Rulien
Gary A. Potter
W. E. Schwartz
C. G. Swenson
Fred Eriksen

3103 SE Causey Ave-Mt. Scott Cr. 1975
Sec. E. Ptld. Fwy. in Ptld.
(Roadside improvement)

8103

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 9, 1975

NOTED
H. S. COULTER
FILE:

FROM: J. H. Versteeg
Road Design Engineer

TO: E. L. Hardt
Region 1 Engineer

SUBJECT: I-205 Landscaping Contracts
S.E. Causey-Mt. Scott Creek
Lake Rd. Intchg.-Gladstone Intchg.

When these landscaping projects were advertised for bid several questions were raised such as:

1. The landscaping plans were extravagant.
2. That these landscaping proposals could and should be downscoped.
3. That the landscaping concepts should be changed to emphasize shielding or screening the highway facility from the adjacent neighborhoods.
4. Should plantings be ivy instead of lawns; huckleberry brush and broom instead of azaleas and rhododendrons?
5. Should plantings be all dense evergreen shrubs instead of crab apple, vine maple, dogwoods, etc.

The landscaping plantings are now complete on these projects.

1. What would you change if we were in the planning stage?
2. What work or plantings should have been eliminated?
3. How could these projects be made more maintenance free?
4. Were the plantings selected and the shrub bed realistic considering soil conditions, slopes, maintenance costs, survival rates, drainage, etc?
5. Is there a proper balance between lawn areas, roadside seeded areas and plant beds?

I would appreciate an in-depth review of these landscaping projects along with your suggestions and recommendations.

JHV:jh
cc: R. N. Bothman
H. S. Coulter

RECEIVED
DEC 10 1975
Office of
Assistant State Highway Engineer

STATE OF OREGON

INTER-OFFICE MEMO

TO: J. H. VERSTEEG
Road Design Engineer

DATE: January 21, 1975

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Landscaping contracts
S.E. Causey-Mt. Scott Creek
Lake Rd.intchg.-Gladstone intchg.

I have discussed with you, informally at least, the subject landscaping projects. Due to the contracting schedules, I feel it would not be appropriate to attempt to make changes in the plans as presented to me "days" prior to the notice to contractors.

However, I strongly urge that you reconsider the policies you are presently working under for developing landscaping projects for the I-205 freeway as it proceeds through Portland.

(1) In my opinion, the landscaping contracts not only are the Cadillac model, but are the "Eldorado" Cadillac model.

My concerns are twofold: 1) That at the time we are crying the blues as to the available monies to proceed with maintenance, operation and construction of highways, we proceed with these types of landscaping projects; 2) That the monies will be provided to the maintenance function in sufficient amounts, including additional manpower to maintain such plantings.

(2) It is my opinion that the same down-scoping which we are by necessity applying to maintenance of highways, and anticipate applying to designing of highways, should apply to the landscaping projects too.

Your response to my comments were that they were consistant with our current policies. Therefore, it appears that in order for any revisions to be made, the policies need to be changes.

(3) My thought is that the policy should be changed to emphasis upon shielding or screening the highway facilities from the adjacent neighborhoods.

(4) Secondly, they should be designed towards a maintenance-free type project; that being the planting of ivy instead of lawns, huckleberry brush and broom instead of azaleas and rhododendrons, planting dense evergreen shrubs (5) instead of crab apple, vine maple, dogwood, etc, etc, etc.

ebg

cc: H. S. Coulter
E. S. Hunter

RECEIVED
JAN 22 1975

Requires Action [ ]
Requires Approval [ ]
Return [ ]
Do not file [ ]

Other

HI-188.1307

8103

December 3, 1975

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On November 26, 1975, we wrote to you concerning release of final payment on Contract No. 8103 awarded to Aichele Landscaping, Inc., for work on the S.E. Causey Avenue-Mt. Scott Creek Section of the East Portland Freeway in Clackamas County.

Final payment on this contract is $7,825.19 and the total contract amount is $73,617.23. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Aichele Landscaping, Inc.
11360 S.E. Stevens Rd.
Portland, OR 97266

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

FORM E [illegible] REV. (10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: S.E. Causey Ave.-Mt. Scott Cr.	SECTION: S.E. Causey Ave.- Mt. Scott Cr.	WEEK ENDING: Nov. 1, 1975
CONTRACTOR: Aichele Landscaping Inc.	HIGHWAY: East Portland Freeway	SECTION PREFIX: 603-1034
DATE OF CONTRACT: February 7, 1975	KIND OF WORK: Roadside Improvement	COUNTY: Clackamas
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	CONTRACT NUMBER: 8103	FEDERAL AID PROJECT NUMBER: I-205-7(31)304
PROJECT AUTHORIZATION: $85,632.36	DATE WORK STARTED: April 9, 1975	ESTIMATED COMPLETION DATE: October 30, 1975
EXCLUSIVE OF ENGINEERING: $78,153.55	SPECIFIED WORK DAYS	WORK DAYS USED
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $76,664.94	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
ESTIMATED PERCENT OVERRUN UNDERRUN: %	SPECIFIED COMPLETION DATE: December 31, 1975	PERCENT OF TIME ELAPSED: 82
	ENGINEERING AUTHORIZATION: $7,478.81	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
	ENGINEERING COST TO DATE: $5,400.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
	PERCENT OF AUTHORIZATION: 72 %	DATE PROJECT WAS COMPLETED: October 30, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	DOES NOT APPLY				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					
EQUIPMENT USED DURING THE WEEK.					

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO					
PERCENT					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers	0		
MONDAY	Showers	0		
TUESDAY	Rain	0		
WEDNESDAY	Rain	0		
THURSDAY	Rain	0		
FRIDAY	Fair	0		
SATURDAY		0		

Routing

Keasey, Bond, Jackmond, Harwood, Johnsen, Walker, Richards, Glenn, Berg

RECEIVED
NOV 3 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
Oct. 26 SUNDAY	No activity.
Oct. 27 MONDAY	No activity.
Oct. 28 TUESDAY	No activity.
Oct. 29 WEDNESDAY	No activity.
Oct. 30 THURSDAY	No activity.
Oct. 31 FRIDAY	No activity.
Oct. 25 SATURDAY	No activity.

REMARKS

This will be the last Weekly Report for this job due to the job being accepted as completed on the 10-30-75.

SIGNED [signature] LOCATION Portland
J.E. Holland Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F218

Oregon State Highway Division

Federal-aid Project
No. I-205-7(31)304

S.E. CAUSEY AVE.-MT. SCOTT CR. SECTION

EAST PORTLAND FREEWAY IN CLACKAMAS COUNTY

Salem, Oregon, February 12, 1975

Project Agreement Estimate

Type Code Y003
Landscaping (Sta. 645+50 to Sta. 695+00)

Temporary Protection and Direction of Traffic	All Required		$ 1,000.00
Temporary Signs	636 sq.ft.	4.00	2,544.00
Flagmen	100 hours	3.00	300.00
Furnishing and Planting Trees	116 only	20.00	2,320.00
Furnishing and Planting Shrubs	9,229 only	3.75	34,608.75
Furnishing and Planting Vines	15,374 only	0.41	6,303.34
Mushroom Compost	2,140 cu.yds.	5.30	11,342.00
Bark Mulch	290 units	53.00	15,370.00
			$ 73,788.09

Anticipated Items

Temporary Erosion Control (E.W.)	All Required	$ 1,000.00
	Subtotal	$ 74,788.09
	Engineering	7,477.91
	Total	$ 82,266.00

Length of Project - - - - 0.00 mile

Federal Funds - - - -

8103 1-22-75

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(31)304

STATE PROJECT NO. S.E. Causey-Mt. Scott Cr.

COUNTY NAME Clackamas

PROGRAM STAGE (Check) [ ] 1. [X] 2.

FROM: G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO. I-802

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 27 '75

NOTED
E. S. HUNTER

REFER TO Hunter

FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

DATE PS&E APPROVED: January 8, 1975

DATE AUTHORIZATION EFFECTIVE: January 8, 1975

FEDERAL ROUTE NUMBER: Interstate 205

STATE ROUTE NUMBER: East Portland Freeway Primary #64

GENERAL LOCATION:

I-205, North 2.7 miles City of Gladstone, North 0.9 mile

1-28-75
ORIGINAL TO
L.W. Rulien
w/att.

GENERAL DESCRIPTION OF WORK:

Landscaping

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) Temporary Erosion Control $1,000.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your estimate.

Mr. Rulien's January 6, 1975 request and certifying statements are accepted.

PS&E documents have been reviewed for the subject project and are approved.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
JAN 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-22-75	W. W. Conroy	for Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8103

STATE OF OREG[illegible]

INTEROFFICE MEMO

TO: J. H. VERSTEEG
Road Design Engineer

DATE: January 21, 1975

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Landscaping contracts
S.E. Causey-Mt. Scott Creek
Lake Rd.intchg.-Gladstone intchg.

NOTED
E. S. HUNTER

I have discussed with you, informally at least, the subject landscaping projects. Due to the contracting schedules, I feel it would not be appropriate to attempt to make changes in the plans as presented to me "days" prior to the notice to contractors.

However, I strongly urge that you reconsider the policies you are presently working under for developing landscaping projects for the I-205 freeway as it proceeds through Portland.

In my opinion, the landscaping contracts not only are the Cadillac model, but are the "Eldorado" Cadillac model.

My concerns are twofold: 1) That at the time we are crying the blues as to the available monies to proceed with maintenance,operation and construction of highways, we proceed with these types of landscaping projects; 2) That the monies will be provided to the maintenance function in sufficient amounts, including additional manpower to maintain such plantings.

It is my opinion that the same down-scoping which we are by necessity applying to maintenance of highways, and anticipate applying to designing of highways, should apply to the landscaping projects too.

Your response to my comments were that they were consistant with our current policies. Therefore, it appears that in order for any revisions to be made, the policies need to be changes.

My thought is that the policy should be changed to emphasis upon shielding or screening the highway facilities from the adjacent neighborhoods. Secondly, they should be designed towards a maintenance-free type project; that being the planting of ivy instead of lawns, huckleberry brush and broom instead of azaleas and rhododendrons, planting dense evergreen shrubs instead of crab apple, vine maple, dogwood, etc, etc, etc.

ebg

cc: H. S. Coulter
E. S. Hunter

RECEIVED
JAN 22 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

91-129-1387

TRANSACTION NUMBER 12-97, 12-98 & 12-99

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 12-27-74

BY (Signature): L.W. RULIEN'S DECEMBER 20, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 800 THRU 802

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
800	I-205-7(29)301	0.0	309,000	283,000	LAKE ROAD INTERCHANGE-GLADSTONE INTERCHANGE SECTION. CLACKAMAS COUNTY STATE OF OREGON	LANDSCAPING
801	I-205-7(30)303	0.0	475,000	438,000	MT. SCOTT CREEK – LAKE ROAD INTERCHANGE SECTION CLACKAMAS COUNTY – STATE OF OREGON	LANDSCAPING
802	I-205-7(31)304	0.0	136,600	126,000	S.E. CAUSEY AVENUE – MT. SCOTT CREEK SECTION. CLACKAMAS COUNTY – STATE OF OREGON.	LANDSCAPING

RECEIVED
STATE HWY ENGR
DEC 30 74
REFER TO Hunter
FOR
Inves | R/D | D/R | Sign | Act | File

NOTED
E.S. HUNTER

REMARKS (Division)

RECEIVED
DEC 31 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Rulien
1-2-75

8103

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		12-27-74	G. L. GREEN, DIVISION ENGINEER

* Stage 1 approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation to provide Federal funds for the undertaking.

GPO 912-690

8103

December 20, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project Nos. I-205-7(29). (30) & (31)

We are submitting program data for three projects, Item Nos. 800, 801 and 802, which we desire to have included in the Federal-aid Interstate Highway Program.

It is our present intention to receive bids for these projects on January 30, 1975.

Attach.
DRH:pr

Budget Bureau No. 41-R2067; Approv

U.S. DEPA
BUR

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

12-20-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21		ADT	PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME	ST CO (2)
	1	I-205, N. 2.7 mi. city Gladstone, N. 0.9 mi. 65			18,000	85,000*	94	10	Oregon	

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14	NUMBER 23 27	SEQ
	Landscaping								I-	205	

CARD 4	CLASS OF FEDERAL FUNDS		COUNTY NAME		CODE (14)(16)
	Interstate		Clackamas		005
	NAME OF URBAN AREA 17-31	ROUTE NO. 1	FEDERAL-AID (32)	STATE (36)(37)	U.S. (41)
	Portland	I-205	64	I-205	

CARD 5	LINE NO. (1415)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1												
5					PE		I-205, N. 2.7 mi., City of Gladstone, N. 0.9 mi.					
5					ROW							
5					CONST (CODE) Y003		"S.E. Causey Ave.- Mt. Scott Creek Section"	0.0	136,600	126,000	10,600	
								0.0	136,600	126,000	10,600	
									(110)	(23)(24)	(93)	

ESTIMATED PROJECT COST BY PHASES

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

REMARKS

*Based on completion I-205

Additional Data: Item 657; EMP-I-205-7(22)301

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US

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

12-20-74

PROJECT LOCATION (45 typewriter spaces): I-205, N. 2.7 mi. city Gladstone, N. 0.9 mi.

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	18,000	85,000*	94	10	Oregon	41	042	802

PROPOSED WORK (35 typewriter): Landscaping

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S) I- | NUMBER 205 | SEQ. NO. (31) | J. Projects Only: POST MI. 304 | DESIG.

FUNDS: Interstate

COUNTY NAME: Clackamas | CODE 005

AREA: Portland

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-205	64	I-205

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-205, N. 2.7 mi., City of Gladstone, N. 0.9 mi.						Landscaping consisting of furnishing & planting trees, shrubs vines, & incidental work common to this type of project.
ROW								ROW - 215' min.; Access Control-Full; Parking Restrictions-Complete.
CONST (CODE) Y003		"S.E. Causey Ave.-Mt. Scott Creek Section"	0.0	136,600	126,000	10,600		
PROJECT TOTALS			0.0	136,600	126,000	10,600		

ESTIMATED PROJECT COST BY PHASES

PREPARED BY

PROGRAM APPROVAL DATES

REMARKS: Additional Data: Item 657; project EMP-I-205-7(22)301

*Based on completion I-205

USCOMM DUBCOMM-DC 48905-P61

S.E. CAUSEY AVE.-MT. SCOTT CREEK SECTION

PROJECT NO. I-205-7(31)304

Remarks continued:

Project Data: The work under this project consists of furnishing and planting trees, shrubs, vines and incidental work (e.g., placing soil conditioner, fertilizer, furnish and placing bark mulch) common to this type of project. This project involves linear landscaping and landscaping of the Sunnyside Interchange.

Requirements of IM 50-1-70; PPM 90-1; PPM 20-8: This project is considered stage construction as part of the work necessary to complete this section to Interstate Standards. The basic construction was accomplished and these requirements were complied with under project I-205-7(22)301.

Note: This project is in Congressional District No. 3.

8103

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

November 12, 1974

Salem, Oregon 97310

FILE: ENV 2-1

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Roadside Improvement Projects

TO: R. L. Schroeder
Assistant State Highway Engineer

The subject statement in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the natural and social environmental impacts of the project.

If you agree, please sign six copies and return same to this office for submission to the Federal Highway Administration for concurrence.

Attachment

cc: J. H. Versteeg
Victor D. Wolfe
L. W. Rulien
Alfred Shirley, Jr.

Attachments returned to G. Potter 11-13-74

NOTED
R. L. SCHROEDER

RECEIVED
NOV 12 1974
Office of
Assistant State Highway Engineer

8103

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 7, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Roadside Improvement Projects

This negative declaration is part of our request for approval of the subject roadside improvement projects.

LOCATION AND DESCRIPTION OF PROJECT

Garden Valley Road-Fairgrounds Interchange Section
Pacific Highway (I-5)
Douglas County

Lake Road Interchange-Gladstone Interchange Section
East Portland Freeway (I-205)
Clackamas County

S. E. Causey-Mt. Scott Creek Section
East Portland Freeway (I-205)
Clackamas County

Mt. Scott Creek-Lake Road Interchange Section
East Portland Freeway (I-205)
Clackamas County

The above projects are typical of the Oregon State Highway Division's roadside improvement program, which provides for planting of trees, shrubs, and vines; installation of irrigation systems; seeding and mulching; and soil preparation and grading.

PURPOSE OF PROJECT

In general, the purpose of roadside improvement projects is to improve the visual profile of the roadway, the roadside, and the neighboring community; specifically, plantings are used to control erosion, screen headlights from opposing traffic, and provide buffers for residences close to highways. In special instances, another purpose of such projects is beautification of roadside parks and greenways.

Wherever possible, planted areas are designed to channel vision, to more effectively guide the motorist through interchanges, and to relieve visual monotony by creating variety in the landscape.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The subject landscape projects will lie within the existing highway right-of-way, so other land uses in private control will not be preempted. Since no right-of-way need be acquired, these projects are exempt from A-95 (Clearinghouse) review.

Adequate signing will protect the motorist while the work is in progress.

These projects will be permanent assets to nearby communities and to highway users. The substantial benefits to the natural and social environment--erosion control, community screening, and highway beautification--will compensate well for the temporary disruption of the existing right-of-way.

BASIS FOR NEGATIVE DECLARATION

It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in Policy and Procedure Memorandum 90-1, Appendix F, nor does it have the potential to significantly adversely affect the quality of social or the natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur _____
Division Engineer

Date NOV 27 1974

LH:cb

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
Victor D. Wolfe
Ed Hardt
Alfred Shirley Jr.
Roy Olson

8104 Mt. Scott Cr-Lake Rd. Int. 1975
Sec. E. Ptld. Fwy. in Ptld.
(Roadside improvement)

March 30, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On March 29, 1977, we wrote to you concerning release of final payment on Contract No. 8104 awarded to Aichele Landscaping, Inc. for work on the Mt. Scott Creek-Lake Road Interchange Section of the East Portland Freeway in Clackamas County.

Final payment on this contract is $4,000.00 and the total contract amount is $244,530.18 including $1,560.38 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Aichele Landscaping, Inc.
11360 S.E. Stevens Road
Portland, OR 97266

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Region I Engineer

8104

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 28, 1977

ROBERT W. STRAUB
GOVERNOR

RECEIVED
STATE HWY ENGR
FEB 16 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM for
C. T. Keasey
Contruction Engineer

SUBJECT Request Contract Acceptance
Federal Aid Project No. I-205-7(30)303

Contract 8104, Work Completed January 23, 1976

Project Mt. Scott Cr.-Lake Rd. Intchge.

Highway E. Portland Freeway

County Clackamas

Establishment Period Ended December 8, 1976

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

NOTED
E. S. HUNTER
1

Acceptance Date 12-8-76 OK

Conditions not acceptable:

for G. L. Green
Division Administrator

RDC:ljt
cc: E. S. Hunter
C. T. Keasey
W. J. Hart, Reg. 1
R. D. Church

8104

I-205

Portland, Oregon
December 29, 1976

Engineer's Narrative

Mt. Scott Cr.-Lake Road Interchange
East Portland Freeway
Contract No. 8104

The Mt. Scott Cr.-Lake Rd. Intch. Project was a Roadside Improvement project. It's location was adjacent to I-205 Freeway in Clackamas County. The major work being in the Interchange at the intersection of I-205 and 82nd (Highway - 213). The project length .89 miles.

The project invovled furnishing and placing approximately 60,000 trees, shrubs, vines, sod lawn, concrete mowing strips, 4600+ cu.yds. of mushroom compost, 450+ units bark mulch, and irrigation system.

The project was awarded Feb. 7, 1975 to Aichele Landscaping Inc. The contract amount was $ 247,011.80. Total construction authorization was $ 292,729.89. Actual contract amount spent was $ 241,622.30 Original construction engineering was $ 23,212.06 and $ 16,000.00 engineering was used.

The original Resident Engineer was Roy T. Heinz. June 9 of 1975 the job was transferred to J.E. Holland Resident Engineer.

March 11, 1975 work began on the project. The irrigation system was completed by Sept. of 1975. Minor location adjustments were made for some sprinklers. After all the irrigation was in, it was evident that more sprinkler heads were installed than needed. The bottom row on the areas with slopes could have been eliminated and not shorted any area of water. The emitter system seems to work fine but the Contractor had a hard time adjusting the emitter heads to the proper flow. It took several trips through adjusting the heads to get the desired results.

The mowing strips were constructed without major problems. They are useful as well as decorative. The only thing is that they should have enclosed the entire lawn area instead of partial coverage. We were going to enclose the open side with a mowing strip also but the money at that time appeared to be running short. It was planned to be done as extra work.

The sod lawn was started in late August and completed Mid-Sept. It went fairly well except that the Contractor didn't mow at the proper time and the grass growth got away from him. This along with a few small areas that didn't look good , postponed the acceptance until the end of October.

The planting started in Sept. and was completed in Dec. The Contractor lost a great many plants due to thievery. Some plants weren't in the ground 10 hrs. before they were stolen. The stolen plants were replaced by the Contractor and the project went into the establishment period Jan. 23, 1976.

3
2
Copy

RECEIVED
ROAD
DESIGN
SECTION

Receiver Keep
Do not File
Return To
Bring Up
Other

During the establishment period it was difficult to get the Contractor to weed the areas as often as needed. From what we have heard this is a normal problem that needs to be worked on.

The following are some suggestions that have been voiced to help keep the areas weeded during the establishment period. One suggestion is to change the percentage paid for plants , planted prior to the establishment period to 40 or 50% instead of the approximate 90% that is paid under the existing rules. Then during the establishment period the Contractor upon completing a monthly acceptable weeding program would be paid a percentage of the remaining 50 to 60% for each planted plant. If the Contractor did not weed every month he would then lose forever that percent of the plant price for that month.

Another suggestion is to have the weeding as a bid item and be paid monthly during the establishment period if done properly and in a timely manner.

One other suggestion would be to work the area up that is to be planted, place the compost and bark mulch and not plant for a year. During this time spray and keep area weed free. At the end of the year plant , spray with some type of weed killer and place another 1 inch to 2 inches of bark mulch on the area.

If anyone of these suggestions or any other ideas could be used to eliminate the weed problem it would cut down on the maintenance cost greatly.

A nother thought concerning cost reduction is to eliminate permanent irrigation systems in any areas except lawn areas. In the plant and shrub areas a temporary irrigation system could be furnished and installed by the Contractor and be used during the establishment period. At the end of the establishment period the Contractor would remove the temporary system and take it with him. Most of the shrubs and plants , after the establishment period should be able to survive on the water provided by Mother Nature. This would of course depend upon if the plants were of a variety native to the area.

This project is a very nice looking roadside landscaping job. It was relatively free of construction problems.

for J.E. Holland
Resident Engineer

William Bergstedt

by W.C. Bergstedt
Ass't. Res. Engineer

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

8104

SECTION: Mt. Scott Cr.- Lake Rd. Interchange	WEEK ENDING: Dec. 10, 1976 (13)	
	SECTION PREFIX: 603-1035	
HIGHWAY: East Portland Freeway	COUNTY: Clackamas	
NAME OF JOB: Mt. ScottCr.-Lake Rd. Interchange	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Aichele Landscaping	CONTRACT NUMBER: 8104	FEDERAL AID PROJECT NUMBER: I-205-7(30)303
DATE OF CONTRACT: Feb.7, 1975	DATE WORK STARTED: March 11, 1975	ESTIMATED COMPLETION DATE: June 30, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 6 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: June 30, 1976	PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $ 292,729.89	ENGINEERING AUTHORIZATION: $ 23,212.06	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 95%
EXCLUSIVE OF ENGINEERING: $ 269,517.83	ENGINEERING COST TO DATE: $ 16,100.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 241,405.38		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION: 69 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES	DOES NOT	APPLY			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Flat Bed Truck.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0		
MONDAY	Cloudy	0		
TUESDAY	"	0		
WEDNESDAY	Showers	0		
THURSDAY	Cloudy	0		
FRIDAY	Sunny	0		
SATURDAY		0		

Routing
Kelsey — Richards
Bond — Glenn
Jackmond — Berg
Harwood
Johnsen
Walker

RECEIVED
DEC 13 1976
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

5 SUNDAY	No activity.
6 MONDAY	Replanting Bearberry area H & C Lake Rd. Intche.
7 TUESDAY	Final Cleanup of Job. An inspection of Job by Asst. Res. Eng. and Insp. a list was made.
8 WEDNESDAY	Completed job of replanting and cleanup to comply with check list.
9 THURSDAY	No activity.
10 FRIDAY	No activity.
4 SATURDAY	No activity.

REMARKS

SUMMARY: Replaced shrubs, trees, and vines as necessary after complying with Inspection by this office.

ANTICIPATED NEXT WEEK: No activity.

SIGNED J.E. Holland LOCATION Portland

J.E. Holland Res. Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

BP-7216

8104

FORM 81.7.14.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

August 26, 1975

FROM: M. D. Glenn
Federal Liaison and
Construction EEO Engineer

TO: Roy T. Heinz
Resident Engineer

SUBJECT: Mt. Scott Cr.-Lake Rd. Intch. and Lake Rd. Intch.-Gladstone Intch.
FAP # I-205-7(30)303 & I-205-7(29)301
Contract Nos. 8104 and 8105
Payrolls and EEO Reports

Mr. Owen Rasmussen's notorized letter of August 12, 1975 has been reviewed with FHWA labor compliance representative and applicable rulings of the U.S. Department of Labor. The findings regarding submission of certified payrolls and other required labor reports by the subcontractor, McKinnis Landscaping, are as follows:

1. The test of whether an employee is considered a "laborer" or "mechanic" is the nature of the duties and the use of the "tools of the trade" by the employee and not the arbitrary job classification assigned by the employer or the individual. This rule applies to foreman and other supervisory employees as well as to employees obviously engaged in skilled or unskilled manual work.

   As a general rule clerical, supervisory and nonmanual workers are not considered to be "laborers" or "mechanics" for purposes of the Davis-Bacon Act. However if a person is called a foreman or supervisor does not necessarily mean he is not a "laborer" or "mechanic". Therefore if a worker employed in a supervisory capacity, regularly and for a substantial portion of his time, performs the work of a "laborer" or "mechanic", he is subject to the provisions of the Davis-Bacon and related acts during the periods he is so employed as a "laborer" or "mechanic". A substantial portion of time is defined as 20% or more of his time.

   However, if the periods during which he performs the work of a "laborer" or "mechanic" are negligible, and not recurrent, and do not establish a definite pattern, his entire employment would be considered as that of a supervisor and not subject to the Davis-Bacon Act.

2. The Davis-Bacon Act provides that the contractor and his subcontractor shall pay all mechanics and laborers at wage rates not less than those stated in the advertised specifications, "regardless of any contractual relationship which may be alleged to exist between the contractor or subcontractor and such laborers and mechanics . . . ." The quoted portion of the Davis-Bacon Act was intended to prevent mala fide (in bad faith; with intent to deceive) partnership arrangements and is not to be interpreted as being applicable to the bona fide subcontractor who may personally perform some work under his subcontract on a covered construction project.

RECEIVED
AUG 28 1975
Office of
Assistant State Highway Engineer

The solicitor of labor has ruled that where a subcontractor, who performs some work on a project, is a bona fide subcontractor with an established business, he must list all personnel engaged in the contract work, indluding himself if he performs as a laborer or mechanic in the work being performed. However, as owner of the firm, he need only list his name and the notation that he is the owner.

If an individual is called a subcontractor whereas in fact he is merely a journeyman mechanic supplying only his labor, such an individual would not be deemed a bona fide subcontractor and must be carried on the payroll of the contractor as an employee. In this case, the employee must be paid at least the determined hourly rate for the work performed and the certified payrolls of the contractor must reflect this information accordingly.

What all the above boils down to is - McKinnis Landscaping and Green Turf Farms personnel, installing the sod lawn on above contracts, must be shown on certified payrolls which prove they are receiving the minimum wages for the classification of work they are performing irregardless of the classifications assigned to them. This would include the owner if he performs a substantial amount of the work himself. The Portland Hometown Plan Certification states landscape laborers will be required to perform this work.

The same would apply to EEO reports. The Federal-aid Highway Construction contractors Monthly EEO Report, Form PR-1391, already has appropriate spaces for listing officials, (managers) supervisors, etc.

MDG:mk

cc: R. N. Bothman/attachment

bc: FHWA/attachment
H. S. Coulter/attachment
Jim Butler/attachment

7-23-75

GREEN VELVET TURF FARMS

perfect sod for instant lawns

Owen Rasmussen
Manager

phone - 357-8373

P. O. Box 176
Gaston, Oregon
97119

August 12, 1975

Oregon State Highway Division
9421 S. E. Glenwood
Portland, Oregon

Re: Lake Road interchange - Gladstone interchange
East Portland Freeway

Dear Sirs:

This is to inform all parties concerned that all persons involved in the turf instalation on the above stated job are owner - management personel of Green Velvet Turf Farms and McKinnis Landscaping and therefore no payroll is involved.

Very truly yours,

Owen Rasmussen, owner

Kenneth A. Smith
Notary Public for Oreg
Comm Expires 9/6/76

AUG 15 1975

Area Sect
Clackamas County
ix 626-1032

7-23-75

FHWA-121A (2-64)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison Street
Portland, Oregon 97204

Routing: Keasey, Bond, Jackmond, Harwood, Johnsen, Walker, Glenn, Berg

RECEIVED
AUG 26 1975
CONSTRUCTION SECTION

DIVISION ENGINEERS

Mr. H. C. Tigue, Juneau, Alaska
Mr. O. L. Norma, Boise, Idaho
Mr. G. E. Mayer, Helena, Montana
Mr. R. D. Simpson, Salem, Oregon
Mr. R. P. Rodgers, Olympia, Washington

DATE: August 2, 1968

In reply refer to: 08-00.146

Act	Inf	
		Div Engr
		Eng Coord
		Dist A
		Dist B
		Bridge
		Planning
		R/ of Way
		Admin Asst
		DC
		VE

F. Kelley, Labor Compliance Officer
Portland, Oregon

Labor Compliance Information

This clarification of a recent question concerning labor compliance is forwarded for your information. The question arose when a contractor had a misunderstanding of the difference between the Labor Compliance coverage a mechanic or laborer have when assigned to work another job classification on a project, and the coverage a working foreman may have under the labor provisions who has worked part of his time as a mechanic or laborer on the project.

Some mechanics and laborers during the course of a construction project do work in more than one job classification. The contract labor provisions assert that in these cases the employee must be paid any difference in wage rate for any time worked in another job classification. Any time worked implies all the time including the minimal increment of time kept by the contractor within acceptable payroll procedures (usually one hour but the increment may be less). So if the employee worked only one hour in another wage rate classification, he should be paid the difference in pay for that hour. (See Chapter 203, Page 151; Chapter 507-2.3, page 69 of the Labor Compliance Manual).

While a foreman and other supervisory employees are covered under the labor provisions of the Davis-Bacon Act, only if a substantial and regular portion of their time is spent performing the work of a mechanic or laborer. A substantial amount of time has been interpreted by the U. S. Department of Labor as twenty percent or more. For a foreman to be covered by the labor provisions of the contract, he must work one fifth or more of this time as a mechanic or laborer on the project. (See Chapter D-203-7, page 282 of the Labor Compliance Manual).

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

7-23-75

3543 INTERNATIONAL BUSINESS FORMS, INC.

FORM E-498 (10-67)

CONFIRMATION MEMO

TO M. D. Glenn EEO DATE 8-15-1975

S. E. Foster Rd. – S.E. Causey Ave. Sect.
East Point ... County
Contract No. ... Fax 623-1332
FAP No. I-...

This is to take care of the EEO material on Contract #8104 and 8105. McKinnis Landscaping who is Subcontractor for Aichele Landscaping on these two jobs.

Enclosures

SIGNED Charles Gillespie - ETI
Charles Gillespie

PLEASE REPLY HERE

TO _____ DATE 8/26/75

#8104 - $ 32,270-
8105 - $ 26,125-

See attached letter

SIGNED M. Glenn

NOTE – INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES. EXTRACTS CARBON; RETAINS TRIPLICATE. RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

8104

7-23-75

R

STATE COPY

cc: OSHD (H S Coulter)
Wash DC (HBO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Clackamas	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
7-23-75	Bruce Wasill, Engr Trainee, FHWA	I-205-7(30)303

COPY

IN COMPANY WITH Ed Holland, Res Engr, OSHD
Bill Borgstedt, Asst Res Engr, OSHD
C T Christianson, Area Engr, FHWA

JUL 30 1975

LOCATION
Mt Scott Creek-Lake Road Interchange Section
East Portland Freeway in Clackamas County

Washington

CONTRACTOR NAME AND ADDRESS
Aicheles Landscaping, Inc.
11360 SE Stevens Road
Portland, Oregon 97266

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
2-7-75	$282,602.00	Specified Completion Date: 6-30-76	3-7-75	3-11-75

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	33%	38%

REMARKS

MT SCOTT CREEK-LAKE ROAD INTERCHANGE SECTION
EAST PORTLAND FREEWAY IN CLACKAMAS COUNTY

This project provides for the furnishing and planting of trees, shrubs, and vines; placement of sod lawn; construction of an irrigation system; and construction of a concrete mowing strip.

At the time this inspection was made the contractor was installing the irrigation system. Most of the pipe had been laid and the contractor was in the process of connecting sprinkler heads and electric control boxes.

The engineer's project files were reviewed at the time of the inspection and were found to be complete and up to date and contained all required information pertaining to the project. Barring unforeseen circumstances the project will be completed on time.

NOTED
H.S. COULTER

RECEIVED
JUL 31 1975
Office of
Assistant State Highway Engineer

7-31-75
mlg to Const.

Oregon State Highway Division

Federal-aid Project
No. I-205-7(30)303

MT. SCOTT CREEK-LAKE ROAD INTCHGE. SECTION

EAST PORTLAND FREEWAY IN CLACKAMAS COUNTY

Salem, Oregon, February 12, 1975

Project Agreement Estimate

Type Code Y003
Landscaping (Sta. 695+00 to Sta. 741+98.86)

Temporary Protection and Direction of Traffic	All Required		$ 1,000.00
Temporary Signs	472 sq.ft.	6.00	2,832.00
Flagmen	100 hours	9.50	950.00
Concrete Mowing Strip	2,450 lin.ft.	2.50	6,125.00
Furnishing and Planting Trees	69 only	20.00	1,380.00
Furnishing and Planting Shrubs	12,084 only	3.20	38,668.80
Furnishing and Planting Vines	47,690 only	0.40	19,076.00
Sod Lawn	All Required		48,000.00
Mushroom Compost	4,650 cu.yds.	4.50	20,925.00
Bark Mulch	435 units	53.00	23,055.00
Irrigation System	All Required		85,000.00
			$ 247,011.80

Anticipated Items

Temporary Erosion Control	All Required	$ 2,000.00
Install Water Meter	All Required	1,200.00
Furnish Water (during construction)	All Required	5,900.00
On-the-Job Trainee (1 @ $800)	All Required	800.00
		$ 9,900.00
	Subtotal	$ 256,911.80
	Engineering	25,690.20
	Total	$ 282,602.00

Length of Project - - - - 0.00 mile

Federal Funds - - - -

8104 1-22-75

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(30)303

STATE PROJECT NO.: Mt. Scott Creek-Lake Road Interchange

FROM: G. L. Green, Division Engineer, Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-801

COUNTY NAME: Clackamas

PROGRAM STAGE (Check): ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
January 8, 1975	January 8, 1975	Interstate Route I-205	East Portland Freeway Primary Route 64

GENERAL LOCATION: I-205, North 1.8 mile City of Gladstone, North .9 mile

RECEIVED STATE HWY ENGR JAN 27 75

GENERAL DESCRIPTION OF WORK: Landscaping

REFER TO Heuter

FOR: Info | Inves | R/D | D/R | Sign | Act | File

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify)

Temporary Erosion Control	$2,000.00
Install Water Meter	$1,200.00
Furnish Water (Const)	$5,900.00
On-the-Job Training	$ 800.00

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your estimate.

Mr. Rulien's January 6, 1975 request and certifying statements are accepted.

PS&E documents have been reviewed for the subject project and are approved.

A signed copy of the Title Sheet is returned herewith.

1-28-75
ORIGINAL TO
L. W. Rulien
w/att.

RECEIVED
JAN 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-22-75	Wayne F. Lewis	Division Engineer

FORM PR-1240 (REV. 6-68) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

TRANSACTION NUMBER 12-97, 12-98 & 12-99

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 12-27-74

BY (Signature): L.W. RULIEN'S DECEMBER 20, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 800 THRU 802

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
800	I-205-7(29)301	0.0	309,000	283,000
801	I-205-7(30)303	0.0	475,000	438,000
802	I-205-7(31)304	0.0	136,600	126,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
LAKE ROAD INTERCHANGE-GLADSTONE INTERCHANGE SECTION. CLACKAMAS COUNTY STATE OF OREGON	LANDSCAPING
MT. SCOTT CREEK - LAKE ROAD INTERCHANGE SECTION CLACKAMAS COUNTY - STATE OF OREGON	LANDSCAPING
S.E. CAUSEY AVENUE - MT. SCOTT CREEK SECTION. CLACKAMAS COUNTY - STATE OF OREGON.	LANDSCAPING

RECEIVED
STATE HWY ENGR
DEC 30 74
REFER TO Hunter
FOR
Inves | R/D | D/R | Sign | Act | File

REMARKS (Division)

NOTED
E.S. HUNTER

Rulien
1-2-75

RECEIVED
DEC 31 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8104

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		12-27-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

8104

December 20, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project Nos. I-205-7(29), (30) & (31)

We are submitting program data for three projects, Item Nos. 800, 801 and 802, which we desire to have included in the Federal-aid Interstate Highway Program.

It is our present intention to receive bids for these projects on January 30, 1975.

Attach.
DRH:pr

Budget Bureau No. 41-R2067; Approval E

U.S. DEPARTM
BUREAU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H.Q.

FORM PR-1 (REV. 4-81)

12-20-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 | REPORT NUMBER: 1 | PROJECT LOCATION (45 typewriter spaces): I-205, N. 1.8 mi. City of Gladstone, N. .9 mi.

ADT | PRESENT: 18,000 | FUTURE: 85,000* | YEAR: 94 | REGION: 10 | STATE NAME: Oregon | STATE CODE: 41

CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces): Landscaping | NATL. FOREST | FA ROUTE NO. | SUFV AREA | FA CLASIF. | UA AREA | EMERG. YR. | PL. AUTH YR.

PROJECT NUMBER: PREFIX LETTER(S): I- | NUMBER: 205-7 | SEQ. NO: (30)

CARD 1 | CLASS OF FEDERAL FUNDS: Interstate | COUNTY NAME: Clackamas | CODE: 005

NAME OF URBAN AREA: Portland | ROUTE NO. I | FEDERAL-AID: I-205 | STATE: 64 | U.S.: I-205

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1415)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		I-205, N. 1.8 mi. City of Gladstone, N. 0.9 mi.					
5					ROW							
5					CONST (CODE) Y003		"Mt. Scott Creek-Lake Road Interchange Section"					
								0.0	475,000	438,000	37,000	
							PROJECT TOTALS	0.0	475,000	438,000	37,000	

ESTIMATED PROJECT COST BY PHASES

Lands
ing
plan
vine
of a
syst
work
type

ROW
Acce
Park
Co

CARD 1 | CODE 1 | PREPARED BY

1 | 14 | PROGRAM APPROVAL DATES

(16) (23) (24) (25)

REMARKS: Additional Data: Item 657; p
EMP-I-205-7(22)301

*Based on completion I-205

USC

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

12-20-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)

I-205, N. 1.8 mi. City of Gladstone, N. .9 mi.

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	18,000	85,000*	94	10	Oregon	41	042	801

DESCRIPTION OF PROPOSED WORK: ping

NATL. FOREST	FR ROUTE NO.	SUPV. AREA	DA CLASS'F.	DA AREA	EMERG. YR.	PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S) I- | NUMBER 205-7 | SEQ. NO. (30)

I. Projects Only: POST MI. 303 | DESIG.

COUNTY NAME: Clackamas | CODE 005

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. I | FEDERAL-AID I-205 | STATE 64 | U.S. I-205

Interstate

Portland

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-205, N. 1.8 mi. City of Gladstone, N. 0.9 mi.						Landscaping consisting of furnishing & planting trees, shrubs, vines, installation of an auto. irrigation system & incidental work common to this type of project.
ROW								ROW - 215' min.; Access Control-Full; Parking Restrictions-Complete.
CONST (CODE) Y003		"Mt. Scott Creek-Lake Road Interchange Section"						
			0.0	475,000	438,000	37,000		
		PROJECT TOTALS	0.0	475,000	438,000	37,000		

D BY

M APPROVAL DATES

*Based on completion I-205

REMARKS: Additional Data: Item 657; project EMP-I-205-7(22)301

-OVER-

USCOMM DUSCOMM-DC 48608-P61

8104

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

November 12, 1974

Salem, Oregon 97310

FILE: ENV 2-1

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Roadside Improvement Projects

TO: R. L. Schroeder
Assistant State Highway Engineer

The subject statement in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the natural and social environmental impacts of the project.

If you agree, please sign six copies and return same to this office for submission to the Federal Highway Administration for concurrence.

Attachment

cc: J. H. Versteeg
Victor D. Wolfe
L. W. Rulien
Alfred Shirley, Jr.

Attachments returned to Potter 11-13-74

HOLED R. L. SCHROEDER

RECEIVED
NOV 12 1974
Office of
Assistant State Highway Engineer

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

12-20-74

Budget Bureau No. 41-R2067; Approv

U.S. DEPART BURE

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 | REPORT NUMBER: 1 (19)(20) | PROJECT LOCATION (45 typewriter spaces): I-205, N. 1.8 mi. City of Gladstone, N. .9 mi. 21 65 | ADT | PRESENT: 18,000 | FUTURE: 85,000* (66) | YEAR: 94 (70)(71)(72) | REGION: 10 | STATE NAME: Oregon | STA COD 4 (73)

CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces): Landscaping 28 62 | NATL. FOREST (63)(65) | FN ROUTE NO. | SUFX ABCD | DA CLASSIF. | DA AREA | EMERG. YR. (72)(73) | PL. AUTH YR (74)(75) | PROJECT NUMBER: PREFIX LETTER(S): I- 14 25 | NUMBER: 205-7 27 | SEQ. N (30

CARD 1 | CLASS OF FEDERAL FUNDS: Interstate | COUNTY NAME: Clackamas | CODE: 005 (160)(161)

NAME OF URBAN AREA: Portland 17-31

ROUTE NO. I | FEDERAL-AID: I-205 (32) | STATE: 64 (96)(97) | U.S.: I-205 (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(1415)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE		I-205, N. 1.8 mi. City of Gladstone, N. 0.9 mi.						Lands ing plant vines of a syste work type
5					ROW								ROW - Acces Parki Com
5					CONST (CODE) Y003		"Mt. Scott Creek-Lake Road Interchange Section"	0.0	475,000	438,000	37,000		
							PROJECT TOTALS	0.0	475,000	438,000	37,000		

(116) (123)(124) (133)

CARD 1 | CODE 1 | PREPARED BY

1 | 14 | PROGRAM APPROVAL DATES

REMARKS

*Based on completion I-205

Additional Data: Item 657; pro EMP-I-205-7(22)301

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

12-20-74

PROJECT LOCATION (45 typewriter spaces)
I-205, N. 1.8 mi. City of Gladstone, N. .9 mi.

ADT | PRESENT: 18,000 | FUTURE: 85,000* | YEAR: 94

REGION: 10 | STATE NAME: Oregon | STATE CODE: 41 | APPN CODE: 042 | ITEM NO.: 801

PROJECT NUMBER: PREFIX LETTER(S): I- | NUMBER: 205-7 | SEQ. NO.: (30)

For Projects Only: POST MI.: 303 | DESIG.:

PROPOSED WORK (35 typewriter spaces): Landscaping

NATL. FOREST | FR ROUTE NO. | SUPV. AREA | CA CLASS | CA AREA | EMERG. YR. | PL. AUTH YR

COUNTY NAME: Clackamas | CODE: 005

PROGRAM STAGE: [ ] 1 OR [X] 2

FUNDS: Interstate

AREA: Portland

ROUTE NO. I | FEDERAL-AID: I-205 | STATE: 64 | U.S.: I-205

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-205, N. 1.8 mi. City of Gladstone, N. 0.9 mi.						Landscaping consisting of furnishing & planting trees, shrubs, vines, installation of an auto. irrigation system & incidental work common to this type of project.
ROW								ROW - 215' min.; Access Control-Full; Parking Restrictions-Complete.
CONST (CODE) Y003		"Mt. Scott Creek-Lake Road Interchange Section"	0.0	475,000	438,000	37,000		
PROJECT TOTALS			0.0	475,000	438,000	37,000		

PREPARED BY

PROGRAM APPROVAL DATES

*Based on completion I-205

REMARKS: Additional Data: Item 657; project EMP-I-205-7(22)301

-OVER-

USCOMM DUSC CMM-DC 40908-P61

MT. SCOTT CREEK-LAKE ROAD INTERCHANGE SECTION

PROJECT NO. I-205-7(30)303

Remarks continued:

Project Data: The work under this project consists of furnishing and planting trees, shrubs, vines, installation of an automatic irrigation system and incidental work (e.g., placing soil conditioner, fertilizer, furnishing and placing bark mulch) common to this type of project. This project involves linear landscaping and landscaping of the Lake Road Interchange.

Requirements of IM 50-1-70; PPM 90-1; PPM 20-8: This project is considered stage construction as part of the work necessary to complete this section to Interstate Standards. The basic construction was accomplished and these requirements were complied with under project I-205-7(22)301.

Note: (1) On-the-job trainees, as set forth in FHWA Order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) This project is in Congressional District No. 3.

8104

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 7, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Roadside Improvement Projects

This negative declaration is part of our request for approval of the subject roadside improvement projects.

LOCATION AND DESCRIPTION OF PROJECT

Garden Valley Road-Fairgrounds Interchange Section
Pacific Highway (I-5)
Douglas County

Lake Road Interchange-Gladstone Interchange Section
East Portland Freeway (I-205)
Clackamas County

S. E. Causey-Mt. Scott Creek Section
East Portland Freeway (I-205)
Clackamas County

Mt. Scott Creek-Lake Road Interchange Section
East Portland Freeway (I-205)
Clackamas County

The above projects are typical of the Oregon State Highway Division's roadside improvement program, which provides for planting of trees, shrubs, and vines; installation of irrigation systems; seeding and mulching; and soil preparation and grading.

PURPOSE OF PROJECT

In general, the purpose of roadside improvement projects is to improve the visual profile of the roadway, the roadside, and the neighboring community; specifically, plantings are used to control erosion, screen headlights from opposing traffic, and provide buffers for residences close to highways. In special instances, another purpose of such projects is beautification of roadside parks and greenways.

Wherever possible, planted areas are designed to channel vision, to more effectively guide the motorist through interchanges, and to relieve visual monotony by creating variety in the landscape.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The subject landscape projects will lie within the existing highway right-of-way, so other land uses in private control will not be preempted. Since no right-of-way need be acquired, these projects are exempt from A-95 (Clearinghouse) review.

Adequate signing will protect the motorist while the work is in progress.

These projects will be permanent assets to nearby communities and to highway users. The substantial benefits to the natural and social environment--erosion control, community screening, and highway beautification--will compensate well for the temporary disruption of the existing right-of-way.

BASIS FOR NEGATIVE DECLARATION

It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in Policy and Procedure Memorandum 90-1, Appendix F, nor does it have the potential to significantly adversely affect the quality of social or the natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur _____
Division Engineer

Date NOV 27 1972

LH:cb

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
Victor D. Wolfe
Ed Hardt
Alfred Shirley Jr.
Roy Olson

8105 Lake Rd. Int.-Gladstone Int. 1975
Sec. E. Ptld. Fwy. in Ptld.
(Roadside improvement)

8105

March 30, 1977

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On March 29, 1977, we wrote to you concerning release of final payment on Contract No. 8105 awarded to Aichele Landscaping, Inc. for work on the Lake Road Interchange-Gladstone Interchange Section of the East Portland Freeway in Clackamas County.

Final payment on this contract is $500.00 and the total contract amount is $172,044.84 including $5,099.67 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, OR 97266

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Region I Engineer

I-205

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Lake Rd. Interchange Gladstone Interchange	WEEK ENDING: Dec. 30, 1976	15
	SECTION PREFIX: 603-1036	
HIGHWAY: East Portland Freeway	COUNTY: Clackamas	
NAME OF JOB: Lake Rd.-Gladstone Interchanges	KIND OF WORK: Roadside Improvement	
CONT. ACTOR: Aicheles Landscaping	CONTRACT NUMBER: 8105	FEDERAL AID PROJECT NUMBER: I-205-7(29)301
DATE OF CONTRACT: Feb. 7, 1975	DATE WORK STARTED: Feb. 25, 1975	ESTIMATED COMPLETION DATE: June 30, 1976
ON JOB FORCE ON PROJECT FOR THIS WEEK: MEN 1 SUPERVISION 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: June 30, 1976	PERCENT OF TIME ELAPSED: 100%
CONTRACT AUTHORIZATION: $198,455.54	ENGINEERING AUTHORIZATION: $15,736.56	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $182,718.98	ENGINEERING COST TO DATE: $15,600.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 182,718.98	PERCENT OF AUTHORIZATION: 99%	DATE PROJECT WAS COMPLETED: Dec. 29, 1976
ESTIMATED PERCENT: SYMMETRY ____% UNDERRUN		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES	DOES NOT APPLY				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 Pickup Truck.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	0		
MONDAY	Fair	0		
TUESDAY	"	0		
WEDNESDAY	"	0		
THURSDAY	"	0		
FRIDAY		0		
SATURDAY		0		

RECEIVED
JAN 3 1977
DIVISION

	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
Dec. 26	No Activity.
27	No activity.
28	Inspection by Resident's Office Region Office Landscape Foreman
29	Planted 25 supplementary shrubs as requested during final inapection. completing job.
30	No activity.
31	No activity.
25 SATURDAY	No activity.

REMARKS

SUMMARY: Final Inspection by Resident, Region, and Land. Maint. Offices.
Completed replanting of shrubs as directed.

ANTICIPATED NEXT WEEK: No activity.

This is the Final Report for this Project due to Job Completion.

SIGNED William Ryskill LOCATION Portland
For J.E. Holland Res. Engineer

DRING RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

FP-516

8105 5276

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.: 1205-1(29)301 See below

COUNTY NAME: Clackamas

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: I800

FROM:
G. L. Green, Division Engineer
Salem, Oregon

TO:
Mr. H. Scott Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 3 '76
REFER TO Rubin
FOR
Info | Prelives | R/D | D/R | Sign | Ac | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
1-8-75	7-22-76	Interstate 205	Primary 64

GENERAL LOCATION:
"Lake Road Interchange - Gladstone Interchange Section"

GENERAL DESCRIPTION OF WORK:
At Station 528-529 Area B blade shoulder and ditch to protect planting area and build shoulder up.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Keasey's letter of 7-22-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 3 in the amount of $300 - Federal Funds $276.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-2-76	H. Scott Coulter	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8105

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 9, 1975

NOTED
FILE:
H. S. COULTER

FROM: J. H. Versteeg
Road Design Engineer

TO: E. L. Hardt
Region 1 Engineer

SUBJECT: I-205 Landscaping Contracts
S.E. Causey-Mt. Scott Creek
Lake Rd. Intchg.-Gladstone Intchg.

When these landscaping projects were advertised for bid several questions were raised such as:

1. The landscaping plans were extravagant.
2. That these landscaping proposals could and should be downscoped.
3. That the landscaping concepts should be changed to emphasize shielding or screening the highway facility from the adjacent neighborhoods.
4. Should plantings be ivy instead of lawns; huckleberry brush and broom instead of azaleas and rhododendrons?
5. Should plantings be all dense evergreen shrubs instead of crab apple, vine maple, dogwoods, etc.

The landscaping plantings are now complete on these projects.

1. What would you change if we were in the planning stage?
2. What work or plantings should have been eliminated?
3. How could these projects be made more maintenance free?
4. Were the plantings selected and the shrub bed realistic considering soil conditions, slopes, maintenance costs, survival rates, drainage, etc?
5. Is there a proper balance between lawn areas, roadside seeded areas and plant beds?

I would appreciate an in-depth review of these landscaping projects along with your suggestions and recommendations.

JHV:jh
cc: R. N. Bothman
H. S. Coulter

RECEIVED
DEC 10 1975
Office of
Assistant State Highway Engineer

STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. VERSTEEG
Road Design Engineer

DATE: January 21, 1975

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Landscaping contracts
S.E. Causey-Mt. Scott Creek
Lake Rd.intchg.-Gladstone intchg.

I have discussed with you, informally at least, the subject landscaping projects. Due to the contracting schedules, I feel it would not be appropriate to attempt to make changes in the plans as presented to me "days" prior to the notice to contractors.

However, I strongly urge that you reconsider the policies you are presently working under for developing landscaping projects for the I-205 freeway as it proceeds through Portland.

(1) In my opinion, the landscaping contracts not only are the Cadillac model, but are the "Eldorado" Cadillac model.

My concerns are twofold: 1) That at the time we are crying the blues as to the available monies to proceed with maintenance,operation and construction of highways, we proceed with these types of landscaping projects; 2) That the monies will be provided to the maintenance function in sufficient amounts, including additional manpower to maintain such plantings.

(2) It is my opinion that the same down-scoping which we are by necessity applying to maintenance of highways, and anticipate applying to designing of highways, should apply to the landscaping projects too.

Your response to my comments were that they were consistant with our current policies. Therefore, it appears that in order for any revisions to be made, the policies need to be changes.

(3) My thought is that the policy should be changed to emphasis upon shielding or screening the highway facilities from the adjacent neighborhoods.

(4) Secondly, they should be designed towards a maintenance-free type project; that being the planting of ivy instead of lawns, huckleberry brush and broom instead of azaleas and rhododendrons, planting dense evergreen shrubs (5) instead of crab apple, vine maple, dogwood, etc, etc, etc.

ebg

cc: H. S. Coulter
E. S. Hunter

RECEIVED
JAN 22 1975
ROAD

81-189-1367

FORM RI 7.14.30.10

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

August 26, 1975

FROM: M. D. Glenn
Federal Liaison and
Construction EEO Engineer

TO: Roy T. Heinz
Resident Engineer

SUBJECT: Mt. Scott Cr.-Lake Rd. Intch. and Lake Rd. Intch.-Gladstone Intch.
FAP # I-205-7(30)303 & I-205-7(29)301
Contract Nos. 8104 and 8105
Payrolls and EEO Reports

Mr. Owen Rasmussen's notorized letter of August 12, 1975 has been reviewed with FHWA labor compliance representative and applicable rulings of the U.S. Department of Labor. The findings regarding submission of certified payrolls and other required labor reports by the subcontractor, McKinnis Landscaping, are as follows:

1. The test of whether an employee is considered a "laborer" or "mechanic" is the nature of the duties and the use of the "tools of the trade" by the employee and not the arbitrary job classification assigned by the employer or the individual. This rule applies to foreman and other supervisory employees as well as to employees obviously engaged in skilled or unskilled manual work.

   As a general rule clerical, supervisory and nonmanual workers are not considered to be "laborers" or "mechanics" for purposes of the Davis-Bacon Act. However if a person is called a foreman or supervisor does not necessarily mean he is not a "laborer" or "mechanic". Therefore if a worker employed in a supervisory capacity, regularly and for a substantial portion of his time, performs the work of a "laborer" or "mechanic", he is subject to the provisions of the Davis-Bacon and related acts during the periods he is so employed as a "laborer" or "mechanic". A substantial portion of time is defined as 20% or more of his time.

   However, if the periods during which he performs the work of a "laborer" or "mechanic" are negligible, and not recurrent, and do not establish a definite pattern, his entire employment would be considered as that of a supervisor and not subject to the Davis-Bacon Act.

2. The Davis-Bacon Act provides that the contractor and his subcontractor shall pay all mechanics and laborers at wage rates not less than those stated in the advertised specifications, "regardless of any contractual relationship which may be alleged to exist between the contractor or subcontractor and such laborers and mechanics . . . ." The quoted portion of the Davis-Bacon Act was intended to prevent mala fide (in bad faith; with intent to deceive) partnership arrangements and is not to be interpreted as being applicable to the bona fide subcontractor who may personally perform some work under his subcontract on a covered construction project.

RECEIVED
AUG 28 1975
Office of
Assistant State Highway Engineer

> The solicitor of labor has ruled that where a subcontractor, who performs some work on a project, is a bona fide subcontractor with an established business, he must list all personnel engaged in the contract work, indluding himself if he performs as a laborer or mechanic in the work being performed. However, as owner of the firm, he need only list his name and the notation that he is the owner.
>
> If an individual is called a subcontractor whereas in fact he is merely a journeyman mechanic supplying only his labor, such an individual would not be deemed a bona fide subcontractor and must be carried on the payroll of the contractor as an employee. In this case, the employee must be paid at least the determined hourly rate for the work performed and the certified payrolls of the contractor must reflect this information accordingly.

What all the above boils down to is - McKinnis Landscaping and Green Turf Farms personnel, installing the sod lawn on above contracts, must be shown on certified payrolls which prove they are receiving the minimum wages for the classification of work they are performing irregardless of the classifications assigned to them. This would include the owner if he performs a substantial amount of the work himself. The Portland Hometown Plan Certification states landscape laborers will be required to perform this work.

The same would apply to EEO reports. The Federal-aid Highway Construction contractors Monthly EEO Report, Form PR-1391, already has appropriate spaces for listing officials, (managers) supervisors, etc.

MDG:mk

cc: R. N. Bothman/attachment

bc: FHWA/attachment
H. S. Coulter/attachment
Jim Butler/attachment

GREEN VELVET TURF FARMS

perfect sod for instant lawns

Owen Rasmussen
Manager

phone - 357-5373

P. O. Box 176
Gaston, Oregon
97119

August 12, 1975

Oregon State Highway Division
9421 S. E. Glenwood
Portland, Oregon

Re: Lake Road Interchange - Gladstone Interchange
East Portland Freeway

Dear Sirs:

This is to inform all parties concerned that all persons involved in the turf instalation on the above stated job are owner - management personel of Green Velvet Turf Farms and McKinnis Landscaping and therefore no payroll is involved.

Very truly yours,

Owen Rasmussen, owner

Kenneth A. Smith
Notary Public for Oreg
Comm. Expires 9/6/76

AUG 15 1975

FHWA-121A (2-68)

UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison Street
Portland, Oregon 97204

Memorandum

RECEIVED
AUG 26 1975
CONSTRUCTION SECTION

Rhodes
Kelsey
Bond
Jackmond
Harwood
Johnsen
Walker
Glenn
Berg

DIVISION ENGINEERS

Mr. H. C. Higson, Juneau, Alaska
Mr. O. L. Romine, Boise, Idaho
Mr. G. E. Mayer, Helena, Montana
Mr. R. E. Simpson, Salem, Oregon
Mr. R. P. Rodgers, Olympia, Washington

DATE: August 2, 1968

In reply refer to: 08-00.146

Act | Inf
Div Engr
Eng Coord
Dist A
Dist B
Bridge
Planning
R/W
Constr Engr

F. Kelley, Labor Compliance Officer
Portland, Oregon

Labor Compliance Information

This clarification of a recent question concerning labor compliance is forwarded for your information. The question arose when a contractor had a misunderstanding of the difference between the Labor Compliance coverage a mechanic or laborer have when assigned to work in another job classification on a project, and the coverage a working foreman may have under the labor provisions who has worked part of his time as a mechanic or laborer on the project.

Some mechanics and laborers during the course of a construction project do work in more than one job classification. The contract labor provisions assert that in these cases the employee must be paid any difference in wage rate for any time worked in another job classification. Any time worked implies all the time including the minimal increment of time kept by the contractor within acceptable payroll procedures (usually one hour but the increment may be less). So if the employee worked only one hour in another wage rate classification, he should be paid the difference in pay for that hour. (See Chapter 213, page 151; Chapter 507-2.3, page 69 of the Labor Compliance Manual).

While a foreman and other supervisory employees are covered under the labor provisions of the Davis-Bacon Act, only if a substantial and regular portion of their time is spent performing the work of a mechanic or laborer. A substantial amount of time has been interpreted by the U. S. Department of Labor as twenty percent or more. For a foreman to be covered by the labor provisions of the contract, he must work one fifth or more of this time as a mechanic or laborer on the project. (See Chapter D-203-7, page 282 of the Labor Compliance Manual).

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

3543

INTERNATIONAL BUSINESS FORMS, INC

FORM E-498 (10-67)

CONFIRMATION MEMO

TO M. D. Glenn EEO DATE 8-15-1975

S.E. Foster Rd. – S.E. Courtney Ave. Sect.
East P... Project, ... County,
Contr... Fed. Aid Proj. No. BRX 020-1(32)
FAP No. ...

This is to take care of the EEO material on Contract #8104 and 8105. McKinnis Landscaping who is Subcontractor for Aichele Landscaping on these two jobs.

Enclosures

SIGNED Charles Gillespie Charles Gillespie - EEO

PLEASE REPLY HERE

TO _____ DATE 8/26/75

#8104 - $32,270-
8105 - $26,175-

See attached letter

SIGNED M D Glenn

NOTE – INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES. EXTRACTS CARBON: RETAINS TRIPLICATE. RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

#8105

Wash DC (HHO-32)
E J Valach

7-23-75

FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Clackamas	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
7-23-75	Bruce Wasill, Engr Trainee, FHWA	I-205-7(29)301

IN COMPANY WITH: Ed Holland, Res Engr, OSHD
Bill Bergstedt, Asst Res Engr, OSHD
C. T. Christianson, Area Engr, FHWA

COPY SENT

JUL 29 1975

Washington

LOCATION: Lake Road Interchange-Gladstone Interchange Section
East Portland Freeway in Clackamas County

CONTRACTOR NAME AND ADDRESS: Aichelle Landscaping, Inc.
11360 SE Stevens Road
Portland, Oregon 97266

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
3-7-75	$192,335	Specified Completion Date: 6-30-76	3-7-75	3-25-75

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	33%	42%

REMARKS

LAKE ROAD INTERCHANGE-GLADSTONE INTERCHANGE SECTION
EAST PORTLAND FREEWAY IN CLACKAMAS COUNTY

Under the contract agreement the contractor is to provide and plant trees, shrubs, and vines; lay a sod lawn; construct an irrigation system; and construct a concrete mowing strip.

At the time of inspection the contractor had completed most of the irrigation system and was currently laying the sod lawn. The contractor expected to place 20,000 square feet by the end of the day.

All of the project records were inspected during the course of the inspection and were found to be in proper condition and up to date. It is expected that the contract will be completed on schedule.

RECEIVED
1975
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

7-30-75
Orig to Const.

Form FHWA-1446 (12-73) Formerly PR-33 A — Previous Editions of PR-33A will Not Be Used.

Oregon State Highway Division

Federal-aid Project
No. I-205-7(29)301

LAKE ROAD INTCHGE.-GLADSTONE INTCHGE. SECTION

EAST PORTLAND FREEWAY IN CLACKAMAS COUNTY

Salem, Oregon, February 12, 1975

Project Agreement Estimate.

Type Code Y003
Landscaping (Sta. 504+00 to Sta. 601+30)

Temporary Protection and Direction of Traffic	All Required		$ 1,000.00
Temporary Signs	660 sq.ft.	6.00	3,960.00
Flagmen	100 hour	9.15	915.00
Concrete Mowing Strip	17,020 lin.ft.	2.45	2,499.00
Furnishing and Planting Trees	337 only	20.00	6,700.00
Furnishing and Planting Shrubs	9,392 only	3.25	30,524.00
Furnishing and Planting Vines	19,235 only	0.42	8,078.70
Sod Lawn	All Required		33,000.00
Mushroom Compost	2,840 cu.yd.	6.15	17,466.00
Bark Mulch	266 units	48.00	12,768.00
Irrigation System	All Required		51,000.00
			$167,950.70

Additional Items

Temporary Erosion Control	All Required	$ 2,000.00
Furnish Water	All Required	3,500.00
Install Water Meter	All Required	1,400.00
		$ 6,900.00
	Subtotal	$174,850.70
	Engineering	17,484.30
	Total	$192,335.00

Length of Roadway - - - - - 0.0 mile

Federal Funds - - - - -

8105

1-22-75

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-205-7(29)301

STATE PROJECT NO.
Lake Road Interchange-
Gladstone Interchange

COUNTY NAME
Clackamas

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-800

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
January 8, 1975	January 8, 1975	Interstate Route 205

STATE ROUTE NUMBER
East Portland Freeway Primary Route 64

GENERAL LOCATION:
I-205 City of Gladstone, North 1.8 miles

GENERAL DESCRIPTION OF WORK:
Landscaping

RECEIVED
STATE HWY ENGR
JAN 27 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify)

Temporary Erosion Control	$2,000.00
Furnish Water	$3,500.00
Install Water Meter	$1,400.00

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your estimate.

Mr. Rulien's January 6, 1975 request and certifying statements are accepted.

PS&E documents have been reviewed for the subject project and are approved.

A signed copy of the Title Sheet is returned herewith.

1-28-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
JAN 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-22-75	Henry W. Hewitt	Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

STATE OF OREGON

8105

INTEROFFICE MEMO

TO: J. H. VERSTEEG
Road Design Engineer

DATE: January 21, 1975

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Landscaping contracts
S.E. Causey-Mt. Scott Creek
Lake Rd.intchg.-Gladstone intchg.

NOTED
E. S. HUNTER

I have discussed with you, informally at least, the subject landscaping projects. Due to the contracting schedules, I feel it would not be appropriate to attempt to make changes in the plans as presented to me "days" prior to the notice to contractors.

However, I strongly urge that you reconsider the policies you are presently working under for developing landscaping projects for the I-205 freeway as it proceeds through Portland.

In my opinion, the landscaping contracts not only are the Cadillac model, but are the "Eldorado" Cadillac model.

My concerns are twofold: 1) That at the time we are crying the blues as to the available monies to proceed with maintenance,operation and construction of highways, we proceed with these types of landscaping projects; 2) That the monies will be provided to the maintenance function in sufficient amounts, including additional manpower to maintain such plantings.

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ebg

cc: H. S. Coulter
E. S. Hunter

RECEIVED
JAN 22 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1307

TRANSACTION NUMBER 12-97, 12-98 & 12-99

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 12-27-74

BY (Signature): L.W. RULIEN'S DECEMBER 20, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 800 THRU 802

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
800	I-205-7(29)301	0.0	309,000	285,000	LAKE ROAD INTERCHANGE—GLADSTONE INTERCHANGE SECTION. CLACKAMAS COUNTY STATE OF OREGON	LANDSCAPING
801	I-205-7(30)303	0.0	475,000	438,000	MT. SCOTT CREEK — LAKE ROAD INTERCHANGE SECTION CLACKAMAS COUNTY — STATE OF OREGON	LANDSCAPING
802	I-205-7(31)304	0.0	136,600	126,000	S.E. CAUSEY AVENUE — MT. SCOTT CREEK SECTION. CLACKAMAS COUNTY — STATE OF OREGON.	LANDSCAPING

NOTED
E.S. HUNTER

RECEIVED
STATE HWY ENGR
DEC 30 74
REFER TO
Hunter
FOR
Invest. | R/D | D/R | Sign | Act. | File

RECEIVED
DEC 31 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REMARKS (Division)

Rulien
1-2-75

RECOMMENDED

DATE | SIGNATURE AND TITLE

APPROVED

DATE: 12-27-74

SIGNATURE AND TITLE: G. L. GREEN, DIVISION ENGINEER

Approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915.690

12-27-74

8105

Budget Bureau No. 41-R2067; Approval Ex

U.S. DEPARTME
BUREAU O

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

12-20-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE
CARD 2	1 (19) (20)	I-205 City of Gladstone, N. 1.8 Mi. 21 65	ADT	26,000	87,000* (66) (70)	94 (71) (72)	10	Oregon	41 (32)

	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.
CARD 3	Landscaping 28 62	(63) (68)	(60) (66)	(69)	(70)	(73)	(72) (75)	(74) (78)	I- 14 22	205-7 7	(29)

	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
CARD 4	Interstate	Clackamas	005 (14) (16)
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. I	FEDERAL-AID I-205 (32)	STATE 64 (36) (37)	U.S. I-205 (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-18)	(18)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		I-205, City of Gladstone, N. 1.8 Mi.					
5					ROW							
5					CONST (CODE) Y003		"Lake Road Interchange-Gladstone Interchange Section"	0.0	309,000	285,000	24,000	
							PROJECT TOTALS	0.0	309,000	285,000	24,000	
									(18) (23) (24) (33)			

Landsc
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ROW -
Access
Parkin
Comp

CARD	CODE	PREPARED BY
1	1	
1	14	PROGRAM APPROVAL DATES

REMARKS: Additional Data: Item 657; proje
EMP-I-205-7(22)301

*Based on completion I-205

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

12-20-74

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-205 City of Gladstone, N. 1.8 Mi.	ADT	26,000	87,000*	94	10	Oregon	41	042	800

D WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
aping								I-	205-7	(29)	301	

	COUNTY NAME	CODE	PROGRAM STAGE
Interstate	Clackamas	005	
Portland	ROUTE NO. I / FEDERAL-AID I-205	STATE 64	U.S. I-205

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		I-205, City of Gladstone, N. 1.8 Mi.						Landscaping consisting of furnishing & planting trees, shrubs vines, installation of an auto, irrigation system & incidental work common to this type of project.
OW								
ONST (CODE) 7003		"Lake Road Interchange-Gladstone Interchange Section"	0.0	309,000	285,000	24,000		ROW - 215' min.; Access Control-Full; Parking Restrictions-Complete.
		PROJECT TOTALS	0.0	309,000	285,000	24,000		

PROVAL DATES

REMARKS: Additional Data: Item 657; project EMP-I-205-7(22)301

*Based on completion I-205

-OVER-

USCOMM DUSCOMM-DC 46908-P61

LAKE ROAD INTERCHANGE-GLADSTONE INTERCHANGE SECTION

PROJECT NO. I-205-7(29)301

Remarks continued:

Project Data: The work under this project consists of furnishing and planting trees, shrubs, vines, installation of an automatic irrigation system and incidental work (e.g., placing soil conditioner, fertilizer, furnishing and placing bark mulch) common to this type of project. This project involves linear landscaping and landscaping of the Clackamas Interchange.

Requirements of IM 50-1-70; PPM 90-1; PPM 20-8: This project is considered stage construction as part of the work necessary to complete this section to Interstate Standards. The basic construction was accomplished and these requirements were complied with under project I-205-7(22)301.

Note: This project is in Congressional District No. 3.

8105

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

November 12, 1974

Salem, Oregon 97310

FILE: ENV 2-1

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Roadside Improvement Projects

TO: R. L. Schroeder
Assistant State Highway Engineer

The subject statement in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the natural and social environmental impacts of the project.

If you agree, please sign six copies and return same to this office for submission to the Federal Highway Administration for concurrence.

Attachment

cc: J. H. Versteeg
Victor D. Wolfe
L. W. Rulien
Alfred Shirley, Jr.

Attachments returned
to Potter
11-13-74

NOTED
R. L. SCHROEDER

RECEIVED
NOV 12 1974
Office of
Assistant State Highway Engineer

8105

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 7, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Roadside Improvement Projects

This negative declaration is part of our request for approval of the subject roadside improvement projects.

LOCATION AND DESCRIPTION OF PROJECT

Garden Valley Road-Fairgrounds Interchange Section
Pacific Highway (I-5)
Douglas County

Lake Road Interchange-Gladstone Interchange Section
East Portland Freeway (I-205)
Clackamas County

S. E. Causey-Mt. Scott Creek Section
East Portland Freeway (I-205)
Clackamas County

Mt. Scott Creek-Lake Road Interchange Section
East Portland Freeway (I-205)
Clackamas County

The above projects are typical of the Oregon State Highway Division's roadside improvement program, which provides for planting of trees, shrubs, and vines; installation of irrigation systems; seeding and mulching; and soil preparation and grading.

PURPOSE OF PROJECT — In general, the purpose of roadside improvement projects is to improve the visual profile of the roadway, the roadside, and the neighboring community; specifically, plantings are used to control erosion, screen headlights from opposing traffic, and provide buffers for residences close to highways. In special instances, another purpose of such projects is beautification of roadside parks and greenways.

Wherever possible, planted areas are designed to channel vision, to more effectively guide the motorist through interchanges, and to relieve visual monotony by creating variety in the landscape.

DISCUSSION OF ENVIRONMENTAL IMPACTS — The subject landscape projects will lie within the existing highway right-of-way, so other land uses in private control will not be preempted. Since no right-of-way need be acquired, these projects are exempt from A-95 (Clearinghouse) review.

Adequate signing will protect the motorist while the work is in progress.

These projects will be permanent assets to nearby communities and to highway users. The substantial benefits to the natural and social environment--erosion control, community screening, and highway beautification--will compensate well for the temporary disruption of the existing right-of-way.

BASIS FOR NEGATIVE DECLARATION — It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in Policy and Procedure Memorandum 90-1, Appendix F, nor does it have the potential to significantly adversely affect the quality of social or the natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur _____ Date NOV 17 1974
Division Engineer

LH:cb

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
Victor D. Wolfe
Ed Hardt
Alfred Shirley Jr.
Roy Olson

8106 Oswego Hwy. at Foothills Rd. 1975
(Lake Oswego), Oswego Hwy.
(Traffic signal installation)

C/A 4939 4-7-72

To Jon Rose
Federal Aid Engineer

August 22, 1977

From G. W. Wimer
Local Government Engineer

TOPICS Project T-5025(28)
Oswego Highway @ Foothills Road
City of Lake Oswego

We have reviewed the subject project file to determine the extent of reimbursement due the City for relocation of the City-owned fire hydrant, and engineering costs incurred.

The plans, approved by City, indicate relocation of the fire hydrant by others. The cost was not included as an anticipated item of the contract and is at City's expense. *

The question of eligibility of City's engineering charges is answered in paragraph 2, under THINGS TO BE DONE BY STATE of the project agreement, "State shall prepare all plans, let and award all contracts, and supervise the construction of the project". State was authorized to perform all preliminary and construction engineering for the project.

We are denying payment of the bills submitted by the City.

Highway Division Invoice No. 122548 indicates a balance of $764.57 due from City. Receipt of a check in this amount will close the file on this project.

GEZ:lml

cc: R. N. Bothman

*The hydrant is located on State right-of-way under permit and its adjustment was non-reimbursable under the provisions of FHWA's PPM 30-4.

Rec'd 9-23-77
#164.57

STATE OF OREGON

INTEROFFICE MEMO

TO: GERRY WIMER
Local Government Programs Engineer

DATE: August 15, 1977

FROM: JON ROSE
Federal Aid Engineer

SUBJECT: Belated Bill
TOPICS Project T-5025(28)
Oswego Highway @ Foothills Road
City of Lake Oswego

Here is a letter from the City of Lake Oswego transmitting a bill for relocation of a City-owned fire hydrant within the subject TOPICS project. Through an oversight, he apparently neglected to include this item in billings and has now requested payment of the State's share in accordance with the agreement.

In addition to charges for moving the fire hydrant, there were apparently engineering costs which were also overlooked but which might be eligible under the terms of the agreement. Would you review the charges that appear eligible and consider these for payment. Please let me know what decision is reached.

JR/ldo

Attachments

cc: Region 1 w/attachments

1) Review agreement for eligibility
2) If eligible (must be), write Jon a Bellmer
   a) Tell him so and this is for him to determine by reading agreement
   b) Need statement work done
   c) Particular billing items reasonable
   d) Payment is recommended by RE assigned project or him. D Kemper

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
AUG 17 1977
TAA File: PM FA
LG OP

-185-1307

CITY OF LAKE OSWEGO

August 9, 1977

Mr. Jon Rose
Regional Federal Aide Engineer
Oregon State Highway Division
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Jon:

Regarding: Topics Project No. T-5025 (28)
Oswego Highway at Foothills Road

In reviewing the project file, it became evident that the city failed to bill the state for the relocation of the fire hydrant.

Please find enclosed three copies of the cost breakdown for the relocation of the fire hydrant. Also attached are other costs that the city incurred during the process of preliminary engineering and preparing and holding the public hearing.

Would you please process this through the appropriate channels to amend the billing form CC 1735, which is invoice #122548 dated 7/19/77.

If you have any questions or comments, please feel free to contact me.

Very truly yours,

John A. Bustraan

JOHN BUSTRAAN
TRAFFIC COORDINATOR

JB:ecn
CC: W.O. 4648

348 NORTH STATE STREET / POST OFFICE BOX 369 / LAKE OSWEGO, OREGON 97034 / (503) 636-3601

OREGON STATE HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

NO. 122548

FORM 61-936-1150

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-19-77	CC 1735		3-0611-299

LAKEOSW
City of Lake Wswego
City Hall
ATTN: Mr. Donald Eppley, City MGR.
Lake Oswego, OR 97034

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Topics Project No. T-5025 (28) Oswego Highway at Foothills Rd. City of Lake Oswego Contract No. 8016 Covered by Agreement dated April 16, 1974			
Total Cost per attached statement			$42,378.17
Federal Aid Funds Collected			13,849.02
BALANCE to be shared by State & City			28,529.15
City's share per agreement			14,264.57
City's Advance Deposit			13,500.00
BALANCE DUE FROM CITY			$ 764.57

		City's Advance Deposit	13,500.00	
		BALANCE Due From City (Attach itemized statement to invoice)		$764.57

If payer has made payment for this service, indicate the amount of payment. $ .....

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 13,500

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 11,500

Give the number of the last previous request in connection with this same service. CC1506

Credit distribution:
3-0611-295

Submitted by: Gary E. Zehner
Gary E. Zehner, Local Projects Coord.

Approved:
..... Regional Engineer

Approved:
G. W. Wimer Section Head or Staff Engineer

NOTED

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY D.[illegible]SION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Lake Oswego
City Hall
Lake Oswego, OR 97034
Attention of Mr. Donald B. Eppley
City Manager

Request No. (assigned by staff engineer or head of section) CC1735

Date July 1, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Topics Project No. T-5025 (28)
Oswego Highway at Foothills Road
City of Lake Oswego

Contract No. 8106
Covered by Agreement dated April 16, 1974

Itemized Statement: CLR-DT File # T-5025-28 Advance Deposit $13,500.00

Quantity	Unit	Description	Unit Price	Amount
		Total Cost per attached statement	$42,378.17	
		Federal Aid Funds Collected	13,849.02	
		BALANCE To Be Shared by State & City	28,529.15	
		City's share per agreement	14,264.57	
		City's Advance Deposit	13,500.00	
		BALANCE Due From City (Attach itemized statement to invoice)		$764.57

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $13,500

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $11,500

Give the number of the last previous request in connection with this same service. CC1506

Credit distribution: 3-0611-295

Submitted by: Gary E. Zehner
Gary E. Zehner, Local Projects Coord.

Approved:
Regional Engineer

Approved:
G. W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for [illegible] retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: July 1, 1977

CITY Lake Oswego Contract No. 8106 Date Completed 5-21-76

PROJECT # T-5025 (28) Section Oswego Highway at Foothills Road

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering	$ 3,528.76
Payments to Contractor	32,396.60
SFO #2 Permanent Striping	388.43
Construction Engineering	5,848.57
Equal Opportunity Expense	215.81
TOTAL PROJECT COST	$42,378.17
Federal Aid Funds Collected	13,849.02
BALANCE	$28,529.15
City's share per Agreement dated 4-16-74:	
50% of $28,529.15 =	$14,264.57
City's Advance Deposit	13,500.00
BALANCE DUE FROM CITY	$ 764.57

Reference: Billing Form CC1735

FINALED FA PROJECTS

FAP No.	Contr. No.	Prefix	Description	FA Funds	Date
U-240 (5)	-	34-2518	R/W Forest Grove Sect. - Wash. Co.	13,720.69	6-20-77
SRS-0005(5)	—	VARIOUS	Forest Grove Signing - Washington Co.	880.61	6-20-77
HHS-0005(6)	—	VARIOUS	Signing Project No. 2 - Washington Co	15,740.78	6-20-77
I-5-2 (79)82	-	610-2528	R/W - Cow Crk Rest Area - Glendale Jct. Sect. - Douglas Co	2,689.15	6-20-77
U-186 (29)	8322	34-1074	S.W. Katherine Lane - S.W. 75th Ave. Sect. Washington Co.	37,827.32	6-20-77
HHS-168(29)	8145	VARIOUS	Pacific Hwy E. at Rothe Rd. Sect. Clackamas Co.	38,557.89	6-20-77
RDS-0005(5)	8216	26-1047	Regional Area Safety Project 4 Counties	59,406.19	6-20-77
T-5025 (28)	8106	3-0611	Oswego Hwy. at Foothills Rd (Lake Oswego) Sect. 3 Clackamas Co.	13,819.02	6-20-77
RF-142(10)	8138	10-1049	Scottsburg - Golden Crk. Sect. Douglas Co.	287,637.55	6-20-77
RF-155(8)	8141	30-1028	Pilot Rock - Nye Jct. Sect. Umatilla Co.	413,905.11	6-20-77
RF-28(9)	8170	23-1036	Vale - Cairo Jct. Sect. Malheur Co.	479,685.49	6-20-77
RF-148(18)	8131	9-1088	Hampton - Lake Co. Line Sect. Deschutes Co.	593,853.35	6-20-77

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

PRIOR VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO (Insert official or depositary named in project agreement)

PAID BY

ADDRESS Treasurer of the State of Oregon

Capitol Building
Salem, OR 97310

(For use of Paying Office)

STATE Oregon

FEDERAL AID PROJECT NO. LAKE OSWEGO

VOUCHER PERIOD: FROM 5-1-74 TO 7-15-77 T-8625(28)

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
P.E. $ 3,828.76	$ 1,621.71	40%	$ 648.68	$ 648.68	$ 0.00	
Constr. $38,849.41	33,000.84	40%	13,200.34	13,200.34	0.00	
$42,678.17	$34,622.55	40%	$ 13,849.02	$ 13,849.02	$ 0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$ 0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Oswego Hwy.at Foothills Rd.(Lake Oswego)Section					
	Clackamas County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering	All Required			$ 1,621.71	
	Total Preliminary Engineering Cost				$ 1,621.71	
	Construction					
	Type Code 103					
	Traffic Signals(Oswego Hwy.at Foothills Rd)(Contr #8106)					
	Final Contract Payment Summary	Lump Sum			$32,396.60	
SP0	#2 Permanent Striping	All Required			389.43	
	Total Construction Cost				$32,786.03	
	Miscellaneous Project Costs					
	Equal Opportunity Program Expense	All Required			$ 216.81	
	Total Participating Cost				$34,622.55	
	Nonparticipating Items					
	Preliminary Engineering	All Required			$ 1,907.05	
	Construction Engineering	All Required			5,848.57	
	Total Nonparticipating Cost				$ 7,755.62	
	Total Cost				$42,378.17	
	Prepared based on costs shown on Federal billing as of 5-19-77					

AMOUNT CARRIED FO[illegible]RD..

FORM PR-20A (6-71)

GPO 914-021

TO DATE JOB COST SUMMARY

MAY 1977 PAGE 15

IPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	003	0611	204	00 N 1		1,588.13	
	003	0611	278	02 P 1	.66		336.43
	003	0611	296	00 N 9	.66CR	.66	25,34[illegible]2CR
	003	0611	298	00 N 9		.66CR	13,[illegible]
	003	0611	299	00 N 9			11,[illegible]
	003	0611	900	00 P 1		4,123.78CR	1.65CR
	003	0611	900	00 N 1		5,056.01	5,[illegible]
	003	0611	901	00 P 1			750.00
	003	0611	901	00 N 1		579.91CR	
	003	0611	905	00 P 1		579.91	579.91
	003	0611	905	00 N 1		653.00CR	
	003	0611	909	00 P 1		653.60	662.59
	003	0611	910	00 P 1			122.42
	003	0611	911	00 P			21.33
	003	0611	911	00 P 1	664.59		
	003	0611	911	00 N 1	664.59CR	664.59CR	
	003	0611	913	00 P 1		664.59	193.10
	003	0611	914	00 P 1			664.55
	003	0611	920	00 P 1			176.03
	003	0611	921	00 P 1			82.55
	003	0611	923	00 P 1			25.[illegible]
	003	0611	985	00 P 1			400.00
			TOT	00			595.01
			TOT	P1	664.59		215.81
			TOT	N1	664.59CR	6,026.99CR	34,622.55
			** JOB TOTALS **		**	8,547.21	7,755.62
						2,520.36 **	42,378.17 *

OUGHLIN BLVD @ GLOUCESTER CONT NO 8089 * FA PROJ NOS T 525029 100

003	0612	201	00 P 1		
003	0612	204	00 N 1		
003	0612	204	00 N 9		45,798.85
003	0612	206	00 N 1		714.11
003	0612	278	01 N 1		714.11CR
003	0612	296	00 N 9		15.63
003	0612	298	00 N 9		

DATE 7 / 11 / 75

NAME

WORK ORDER # 4648

ADDRESS State Street and Foothills Road

L.I.D. # 17-564

BILL TO

ADDRESS

Relocate Fire Hydrant

		TOTAL	959.	25

QUAN.	DESCRIPTION OF PARTS OR MATERIAL		AMOUNT	
3/5 to	3/13/74			
1	6" x 15" Flg. x Flg spool	08-03-04-549	62.	80
2	6" MJ x Flg C.I. Adapters		110.	36
1	6" Flg x Flg C.I. 90°		38.	73
4 sets	Flg bolts and Gaskets		22.	08
7'	6" C.I. Pipe		20.	72
2 sets	6" MJ Bolts and rubbers		N/C	
18'	3/4 rod stock		18.	00
6 sets	Dilly lugs		10.	50
3	sacks premix concrete		8.	85
5 cy	1½-0 Cr Rk		14.	25
5 cy	3/4--0 Cr. Rk		15.	00
		TOTAL	321.	29

DATE	HOURS	EMPLOYEE	RATE		AMOUNT	
3/5 to	3/13	53.5 labor			427.	46
		TOTAL			427.	46

DATE	NO-EQUIP	EQUIPMENT	HOUR	RATE		AMOUNT	
		Service trucks	29.5			88.	50
		Dump trucks	6			42.	00
	# 11	Back hoe	6			60.	00
	# 14	Air compresser	4			20.	00
			TOTAL			1	50

Dist)
19)

—

City) Lake Oswego
Finance Dept. Work Order Recap

—

W.O. #
4644

LABOR

ce	Name	Hrs.	Amt.
9/15	" "	18	196.76
9/15	" "	40	438.46
9/15	" "	9	98.42
9/15	" "	32	350.08
9/16	" "	41½	460.17
9/16	" "	32	371.33
9/16	" "	17½	191.01
9/16	" "	7	76.61
9/16	" "	17½	191.70
9/16	" "	5	73.73

LABOR

Date	Name	Hrs.	Amt.

MILEAGE

Date	Name	Amt.
-		1.12

ACCOUNTING INSTRUCTIONS

Amt. Paid		Labor - P.W.	
Receipt. #		Labor - Engr.	
Date		Materials	
Acct. Cred.		Supplies	
Acct. Cred.		Equip.	

DIRECT CHARGES

P.O.	Vendor	Acct.	Amt
16	Pacific		

PARTS MATERIAL REQUISITION

Date	Number	Amt
7/11	C & M Costs	954.2

JOB DISPOSITION

Add. Billing	
Rec. Number	
Refund	
Ck. #	
J.E.	

COST RECAP

Labor	
Fringe Benef.	
Materials	
Supplies	
Equip. Rental	

REVENUE LEDGER

ACCOUNT NUMBER	ACCOUNT TITLE	ACCOUNT CODE	MO.-YR.	MTD RECEIPTS	*
4 23-801	TRFFC SGNLS;FOOTHILLS&STATE,W04648	01 001 000 00	7 76	.00	.00

DATE	REFERENCE	DESCRIPTION	TRANSACTIONS		TOTALS TO DATE		
			EST. REVENUE ADJUSTMENTS	RECEIPTS	ESTIMATED REVENUE	RECEIPTS TO DATE	UNCOLLECTED BALANCE
JULY 1 76					.00	.00	.00
AUG 31 76	57	JE ENGR SALARIES	6.90		6.90	.00	6.90
NOV 30 76	157	JE ENGR SALARIES	13.79		20.69	.00	20.69
MAR 31 77	408	JE ENGR SALARIES	6.82		27.51	.00	27.51 ✓

TOTAL CITY P.E. 2408.90

ADVERTISING (HEARING) 194.75

HYDRANT RELOCATION 959.25

TOTAL $ 3562.90

FORM 88.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

October 23, 1974

FILE: ROW 18-3
3-0611

FROM: TED INLOES
Region Utilities Engineer

TO: JAMES E. CHIDSEY
Railroad & Utilities Engineer

SUBJECT: Utility Information and Conflict
Oswego Highway-Foothills Road Signals
Oswego Highway
Clackamas County
3-0611

By field inspection and researching the files I find Portland General Electric Company and the City of Lake Oswego have utilities that will conflict with the construction of the curb radius in the SE quadrant of the subject project.

Portland General Electric has a power pole which will have to be moved. I find no highway permit in the files, only a letter dated June 29, 1937 to R. H. Baldock from E. H. Collier, Division Engineer, referring to an application for a permit by PGE. Regardless of a permit, I don't think it would be reimbursable to PGE.

Also, the City of Lake Oswego has a fire hydrant which has to be moved and it is covered by highway permit #4933, which would make it nonreimbursable. For your information, Pacific Northwest Bell has a buried cable through the area located 27 feet west of center line and 30" to 48" deep.

Please review and advise if this is not the proper procedure.

TI/cr
cc Edward L. Hardt

NOTED
J. E. CHIDSEY

...nter End Wall } Extra Work

586

Gas Line ?

G.V.

W.M.

Storm Sewer ?

W.V.

Water Line ?

Under Ground Tele. Cable ?

N. 8°45' E.

280

281

STATE STREET

OSWEGO HIGHWAY

280+33. P.O.T.

"FR" 280+33 P.O.T.

Water Line ?

Storm Sewer ?

San. Sewer ?

6 1 2 5 7

F.H.

R/W ?

ers)

3'±)

A

25'R.

3

4

10'

10'

A

℄R/W

FOOTHILLS ROAD

281

281+33.8 P.O.T.

"RP" 580+80.4 P.O.C.

Exc. 5C.Y.(Excess)

Extra Work

586

W.M.

G.V.

W.V.

ewer

e

und Tele. Cable

45' E.

280

281

587

E STREET

OSWEGO HIGHWAY

S.P.R.R.

280+33. P.O.T.

"FR" 280+33 P.O.T.

Water Line?

Storm Sewer?

San. Sewer?

6 1 2 5 7

F.H.

A

25'R.

3

4

10'

10'

A

℄R/W

FOOTHILLS ROAD

281

281+33.8 P.O.T.

"RP" 588+80.4 P.O.C.

Exc. 5C.Y.(Excess)

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DO. Final Voucher

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

VOUCHER NO.

APPROPRIATION

2-15-77

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

ADDRESS

Treasurer of the State of Oregon

Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

FEDERAL AID PROJECT NO.

I-5028(28)

VOUCHER PERIOD: 5-1-74 2-15-77

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
P.E. $ 3,828.76	$ 1,621.71	40%	$ 648.68	$ 648.68	$ 0.00	
Constr. $38,849.41	33,000.84	40%	13,200.34	13,200.34	0.00	
[illegible]	[illegible]	40%	$ 13,849.02	$ 13,849.02	$ 0.00	

DIVISION O[illegible] $36,622.55

BY DATE

FHWA AUDIT

BY DATE

APPROVED FOR PAYMENT

BY DATE

REMARKS

Oregon

V.E. Skeag
Controller

$ 0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Oswego Hwy. at Foothills Rd. (Lake Oswego) Section					
	Clackamas County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering	All Required			$ 1,621.71	
	Total Preliminary Engineering Cost				$ 1,621.71	
	Construction					
	Type Code 703					
	Traffic Signals (Oswego Hwy. at Foothills Rd) (Contr #8105)					
	Final Contract Payment Summary	Lump Sum			$32,396.60	
SFO	#2 Permanent Striping	All Required			388.43	
	Total Construction Cost				$32,785.03	
	Miscellaneous Project Costs					
	Equal Opportunity Program Expense	All Required			$ 216.81	
	Total Participating Cost				$36,822.55	
	Nonparticipating Items					
	Preliminary Engineering	All Required			$ 1,907.05	
	Construction Engineering	All Required			5,848.57	
	Total Nonparticipating Cost				$ 7,755.62	
	Total Cost				$42,578.17	
	Prepared based on costs shown on Federal Billing as of 5-19-77					

AMOUNT CARRIED FORWARD.....

FORM PR-20A (6-71)

GPO 914-021

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

PAYEE: Olson Electric Co. 200 East 5th Vancouver, WA 98661	VOUCHER DATE: 8/9/76	TOTAL AMOUNT: $ 1,508.13
CONTRACT NO.: 8106	ESTIMATE NO.: 8F	Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 108.15, Standard Specifications for Highway Construction. For Payment of accounts incurred by the State Highway Division by authority of ORS366.439.
PERIOD COVERED: to 5/21/76		This final claim has been authorized in the above amount.
APPROVED: DESIGNATED AUTHORITY		(DEPUTY STATE HIGHWAY ENGINEER)

FISCAL YEAR

WARRANT NUMBER 14612

CONTRACTOR'S CERTIFICATE

I, _____ certify that I am _____
(IF FIRM OR CORP., STATE CAPACITY)

that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

mailed copy 10/6/76

_____ (Signature)

FORM 81-734-1020

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 81-730-1020

COUNTY	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
CLACKAMAS	8106	8	
HIGHWAY: OSWEGO	FEDERAL AID PROJECT NO.: I 5025028		
SECTION: OSWEGO HWY AT FOOTHILLS RDLAKE OSWEGO			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	1P TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	495.0000	100.000	495.00	495.00	
003	1P FLAGMEN	HOURS	12.7500	21.000	267.75	267.75	
004	1P MISCELLANEOUS STREET WORK	LUMP SUM	1000.0000	100.000	1000.00	1000.00	
005	1P TRAFFIC SIGNAL INSTALL COMPLETE PA 1	LUMP SUM	27196.0000	100.000	27196.00	27196.00	
	PRICE AGREEMENT ITEMS						
36101	1P REVISE CONTROLLER 81 5						
30201	1P REVISE LOOP DETECTORS & SIGNAL HEAD 81	LUMP SUM	1263.4000	100.000	1263.40	1263.40	
		LUMP SUM	918.4700	100.000	918.47	918.47	
	FORCE ACCOUNT ITEMS						
001	1P REM & RECONST CONCR PLANTER 94003				435.35	435.35	
002	1P REM & RECONST WOOD FENCE 94004				198.03	198.03	

Type Code 4031 — P* Constr Cost $ 32,396.60 — Total Cost $ 32,396.60

GROSS RETAINAGE			
TREASURER DEPOSIT			
* NET RETAINAGE			
TOTAL CONTRACT ITEMS	31702.62	31702.62	
- % RETAINED ON CONTRACT ITEMS	-	1,588.13	1,588.13
FORCE ACCOUNT	693.98	693.98	
TOTAL PAYMENTS	32,396.60	30,808.47	1,588.13

DATE: 08 09 10 PG. 01 8106

PREVIOUS VOUCHER NO.: 56291

CHECKED BY: JP:dk

ENGINEER OR AUDITOR: E. Rodriquez

8106

August 13, 1976

U. S. Fidelity & Guaranty Co.
520 S.W. 6th Ave.
Portland, OR 97204

Gentlemen:

On August 9, 1976, we wrote to you concerning release of final payment on Contract No. 8106 awarded to Olson Electric Co., Inc., for traffic signal installation on Foothills Road in Lake Oswego on the Oswego Highway in Clackamas County.

Final payment on this contract is $1,588.13 and the total contract amount is $32,396.60 including $633.98 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Olson Electric Co., Inc.
200 E. 5th
Vancouver, WA 98661

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8106

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

FINAL WEEKLY REPORT

NAME OF JOB: FOOTHILLS RD. AT LAKE OSWEGO	SECTION: TRAFFIC SIGNALS AT FOOTHILLS RD. (LAKE OSWEGO)	WEEK ENDING: MAY 29, 1976
		SECTION PREFIX: 3-0611
	HIGHWAY: OSWEGO	COUNTY: CLACKAMAS
CONTRACTOR: OLSON ELECTRIC CO.	KIND OF WORK: TRAFFIC SIGNALS	
DATE OF CONTRACT: FEBRUARY 19, 1975	CONTRACT NUMBER: 8106	FEDERAL AID PROJECT NUMBER: T - 5025 (28)
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 1	DATE WORK STARTED: MAY 16, 1975	ESTIMATED COMPLETION DATE: MAY 21, 1976
	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 240	CALENDAR DAYS USED 236
PROJECT AUTHORIZATION: $ 42,708.75	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 98
EXCLUSIVE OF ENGINEERING: $ 36,405.75	ENGINEERING AUTHORIZATION $ 3,675.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 37,000.00	ENGINEERING COST TO DATE $ 3,521.51	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 96 %	DATE PROJECT WAS COMPLETED: MAY 21, 1976

SEMI-FINAL WILL BE SUBMITTED ON OR ABOUT JUNE 18, 1976.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE. MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

1 - TRUCK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	TRAFFIC SIGNALS					
PERCENT		100				

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 23	SHOWERS	0	0	
MONDAY 24	RAIN	0	0	
TUESDAY 25	FAIR	0	0	
WEDNESDAY 26	FAIR	0	0	
THURSDAY 27	SHOWERS	0	0	
FRIDAY 28	CLOUDY	0	0	
SATURDAY 29		0	0	

Routing

Keasey, Bond, Jackmond, Harwood, Johnsen, Walker, Richards, Glenn, Berg

RECEIVED
JUN 1 1976
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 23	NO ACTIVITY
MONDAY 24	SIGNALS TURNED ON FULL OPERATION AT 2:00 P M. COMPLETION DATE WAS MAY 21, 1976.
TUESDAY 25	NO ACTIVITY BALANCE OF WEEK.
WEDNESDAY 26	
THURSDAY 27	
FRIDAY 28	
SATURDAY 29	

REMARKS

STATUS TO DATE: PROJECT COMPLETE, NO FURTHER ACTIVITY ANTICIPATED.

SIGNED E. Rodriguez LOCATION ALOHA

E. RODRIGUEZ RES. ENGR.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

March 30, 1976

FILE:

FROM: L. E. George
Traffic Engineer

TO: E. L. Hardt
Region 1 Engineer

SUBJECT: Foothills Road Traffic Signal
Contract 8106
Oswego Highway

Your memo to file dated March 16, 1976, regarding modifications to the traffic signal and railroad gates on State Street in Lake Oswego has been reviewed by this office.

At the present time Title II funds under Section 203 have been committed to other projects. There will be no additional funds until further distribution by the Federal Government. We have been prioritizing project requests based on expected reductions in past accident experience. This project does not appear to qualify for Title II funding and we suggest that other funding be found for the work.

L. E. George
Traffic Engineer

RDT:rj
cc: R. L. Schroeder
J. E. Chidsey

RECEIVED
MAR 31 1976
Assistant [illegible] Engineer

[illegible]
R. L. SCHROEDER

8106

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
March 16, 1976

FILE: CON 5

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Regional Engineer

TO: MEMO TO THE FILE

SUBJECT: FOOTHILLS ROAD TRAFFIC SIGNAL
CONTRACT 8106

This is to document a meeting held in my office on March 15 with Ron Failmezger and Hank Rodriguez to discuss adjustments to the Foothills traffic signal in Lake Oswego. These adjustments are required due to the City Council's decision to leave parking on the west side of State Street, which requires a change in the widths and locations of the traffic lanes and accordingly changes in the signal itself.

Leaving parking on the west side of State Street also requires that the Railroad's gate controlling southbound traffic be lengthened in order to reach the left-turn lane. Also, the mast arm signal lights will have to be extended because of the third lane and the parking alongside the signal.

The following assignments were made:

The contractor will (1) install two new left-turning lane detector loops and (2) reposition the two northbound signal heads. Hank Rodriguez will have the contractor do this work. The estimated cost is $1200.

The 35-foot mast arm for southbound State Street was placed 3½ feet closer to the curb line than the plans called for. This puts the left-turn signal at a position over the proposed new left-turn lane so that a programed signal head will not be needed. The red and yellow indications will need to be louvered from through traffic. The State will furnish and install these. In addition, the striping for the left-turn refuge will be shifted 75 feet to the south in order to prevent vehicles using this lane from stopping on the railroad tracks. This is a temporary measure until the railroad gate can be lengthened.

The Southern Pacific Railroad has to redo their southbound gate so that it reaches the left-turning lane and they will have to provide a new mast arm for their signals. This work is estimated at $6000. In addition, it will be necessary for the northbound gate to be shortened in order that it does not conflict with the left-turn lane in the dropped position. The Railroad should immediately be contacted regarding shortening this arm, since it will have to be done before the signal can be activated. By copy of this memo I am requesting Jim Chidsey to arrange this work with the Railroad.

NOTED
R. L. SCHROEDER

RECEIVED
MAR 19 1976
Office of
Assistant State Highway Engineer

Since the Topics funds for the project have been exhausted, any additional work such as all of the above must be shared equally between the State and the City. In an effort to do the railroad work with Federal Aid funds, I am requesting Mr. George's office to determine if Title II funds could be utilized for the gate and mast arm adjustments. If all of the above work is charged to the project, this will likely cause an overrun to the extent that additional funds will have to be requested from the Transportation Commission.

ELH/cr
cc R. L. Schroeder
L. E. George
Hank Rodriguez
Jim Chidsey

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

March 11, 1976

Mr. David J. Astle
Administrator
Railroad Division
Labor & Industries Building
Salem, OR 97310

RE: PUX 1045

Dear Mr. Astle

Enclosed is an original and seven copies of the Amended Application of the Department of Transportation, Highway Division, in the above subject matter.

Two of the copies are for service upon Southern Pacific Transportation Company, one copy for service upon Clackamas County, one copy for service upon the City of Lake Oswego, and three copies are for use by your office.

The amended application covers the interconnection of the traffic lights at the intersection of Foothills Road and State Street in the City of Lake Oswego with the existing grade crossing protection devices on the Southern Pacific Transportation Company's Tillamook Branch, Crossing No. FD-744.20. In accordance with Mr. Donald A. Still's letter of March 3, 1976, the form was changed from AS-1/75 to AX-1/75.

Very truly yours

LEE JOHNSON
Attorney General

ORIGINAL SIGNED BY
JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General

JLS:clh
enclosures
cc - F. B. Klaboe
E. L. Hardt
C. T. Keasey
D. N. Harwell
J. E. Chidsey

RECEIVED
COUNTY & CITY SECTION
MAR 11 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☒ UPE ☐ CE ☒ RE ☐ RPE ☐

PUBLIC UTILITY COMMISSIONER OF OREGON

LABOR & INDUSTRIES BUILDING • SALEM, 97310 • Telephone (503) 378-6659

ROBERT W. STRAUB
GOVERNOR

CHARLES DAVIS
Commissioner

March 3, 1976

File: PA (FD-744.20)

T D
CT 1041 1

Mr. Jack L. Sollis
Assistant Attorney General
211 State Highway Building
Salem, OR 97310

RECEIVED
1976
LEGAL

Dear Mr. Sollis:

Enclosed find the original and seven copies of Highway Division's application (Form AS-1/75) requesting authorization to interconnect the proposed traffic signals at Foothills Road-State Street intersection with the existing automatic gate-flashing light installation at Crossing No. FD-744.20, State St., Lake Oswego, Oregon.

A brief review of the application indicates the wrong application form may have been used.

> Page 4, Item 9a(1) and Drawing 2775 infer a change in the number of lanes at this crossing to <u>five</u> lanes. PUC records indicate this crossing has <u>four</u> lanes. (This has been confirmed informally on site).

If a change in the number of lanes from the existing <u>four</u> is desired, application should be made on a Form AX-1/75 (two copies enclosed).

Another point for consideration: Page 10, Item 12a of the returned application. The Commissioner is without jurisdiction over the traffic signals, signal types, etc., to be installed at the intersection of Foothills Road-State Street. The more appropriate entry would be "Interconnection of proposed traffic lights with existing railroad protection signals to provide preemption of the traffic signal sequence during train movements" or similar wording, then addressing who will do the work and bear the cost of interconnection.

RECEIVED
MAR 04 1976
UTILITY UNIT

We regret the return of this application.

Sincerely,

Donald A. Still
Transportation Specialist
Railroad Division

DAS:ael
Enclosures (1) Orig. and 7 copies of application on Form AS-1/75
(2) Two copies of Form AX-1/75

ORS 756.040(1) The commissioner . . . "shall represent the customers of any public utility, railroad, air carrier or motor carrier, and . . . he shall make use of the jurisdiction and power of his office to protect such customers, and the public generally, from unjust and unreasonable exactions and practices and to obtain for them adequate service at fair and reasonable rates."

PUC Docket No. AX-

PUC Crossing No. FD-744.20

DOT-AAR Crossing No. 749 182 L

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

Formal Title:

In the matter of the application of State of Oregon, by and through its (name of applicant)

Department of Transportation, Highway Division

for the authority, pursuant to ORS 763.030 (020/030/040), to

alter and change protection (construct/alter/change protection at/relocate/close) a grade (grade/separated) crossing

of State Street (Oswego Highway) (name of street or highway)

and Southern Pacific Transportation Company (name of railroad company),

Tillamook Branch (name of railroad main or branch line or other trackage),

in (in/near) Lake Oswego (name of city/town/rail station), Clackamas (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected--

☐ State grade crossing protection fund.
Estimate of dollar cost to fund: $_____

☒ Federal-Aid Highway System funds.*

1973 Federal Highway Act

☐ Other Federal Funds, such as "Safer Roads Demonstration Program" funds.*

_____

☐ None of above.

*If Federal Fund assistance is expected, please give appropriate federal statutory provision.

Form AX-1/75
Title Page

RECEIVED
COUNTY & CITY SECTION
MAR 11 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section I, plus all other parts of the application indicated beside that item.

(1) ____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) ____ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(5) XX Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II & V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II & V.

(7) ____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(8) ____ Alteration of an existing separated crossing. Answer: Sec. I, III & V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is <u>all</u> that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See 6 above and answer as indicated.)

(11) XX Addition of protective devices at an existing crossing. (Simplified form AS-1/75 can be used if no other alteration is involved at the crossing in question. Otherwise, answer as indicated under 5 above.)

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form SS-1/75 may be used if this is all that is involved. Otherwise, answer as indicated under 5 above.)

(13) ____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 & 13.

(14) ____ Other (please specify) _____

<u>Note</u>: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation, Highway Division

   Address: Highway Building, Salem, OR 97310

2. Statutory authority under which this application is made:

   763.030
   (ORS 763.020/030/040)

   Note: If a new grade crossing is proposed -- ORS 763.020; if an existing crossing is to be altered -- ORS 763.030; if a new separated crossing is proposed -- ORS 763.040.

3. Location of the proposed project:

   Railroad milepost 744.20

   City Lake Oswego

   Nearest railroad station _____

   County Clackamas

   The proposed project is to be in the SE 1/4 of the SE 1/4 of Section 3, Township 2S, Range 1E, W. M.

4. Name of public highway involved in this project:

   State Street (Oswego Highway)

   Name of public authority with jurisdiction over this highway:

   Oregon Department of Transportation, Highway Division

5. Name of railroad involved in this project: Southern Pacific Transportation Company, Tillamook Branch
   (include name of branch, main line or other track)

6. List the proper parties of interest in this matter:

   a. Southern Pacific Transportation Company

   b. Oregon Department of Transportation, Highway Division

   c. City of Lake Oswego

   d. Clackamas County

   e. _____

   f. _____

   Have you served each of these parties with a copy of this application?

   NO
   (yes/no)

   If yes, please provide certification of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including its purpose):

Install traffic signals at the intersection of Foothills Rd. and State Street, interconnecting with existing RR protection signals consisting of cantilever flashing lights and drop arm gates at Crossing No. FD-744.20. Traffic signals to be placed at intersection. Install south-bound left-turn lane making 5 lanes at crossing.

8. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes

If yes, why? To more adequately protect the motoring public during occupancy of the grade crossing by a train.

9. Is the crossing involved (to be) a separated crossing? No

Section II. Grade Crossings (If a separated crossing is involved in this application, answer 12 (a)(1) and 12 (b)(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? No

If no, why not? Lack of horizontal clearance.

11. Physical description of the crossing:

a. The Highway

(1) Alignment---Describe the highway alignment for 1000 feet on each approach, both before and after the project: Tangent

(2) Width---The highway is 60 feet wide at crossing at present; after completion of the project, it will be 60 feet wide at the crossing; consisting (from E (N or E) to W (S or W)) of:

At present--	After completion--
Shoulder* of 7.5 feet	Shoulder of 3 feet
2 lane(s) at 11 ft.each	3 lane(s)at 10-1/2ft.each
Median of 1 feet	Median of 2 feet
2 lane(s) at 11 ft.each	2 lane(s)at 10 ft.each
Shoulder of 7.5 feet	Shoulder of 3-1/2feet

Explanation, if necessary _____

* If highway is curbed to crossing, "shoulder" is assumed to mean "parking area".

(3) Surface---	At present:	After completion:
Type of surface on traveled way:		
on approaches	Asphalt	Asphalt
at crossing	Gum Plank	Gum Plank
Type of surface on shoulders:	Asphalt	Asphalt
Condition of surface:		
on approaches	Good	Good
at crossing	Good	Good
Is the highway curbed on the approaches?	Yes	Yes

(4) Gradient, going toward crossing on--	At present:	After completion:
N (N or E) approach	± -1 %	± -1 %
S (S or W) approach	± +1 %	± +1 %

(5) Nearest public roadway intersection on each approach---

(a) N (N or E) approach: 400 ft; ADT 12,600

(b) S (S or W) approach: 105 ft; ADT 500

Name of road or highway:

(a) "A" Avenue

(b) Foothills Road

Public authority with jurisdiction over road or highway:

(a) City of Lake Oswego

(b) City of Lake Oswego

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties of interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) Yes (yes/no); (b) Yes (yes/no).

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, and if costs of same are to be partially borne by the railroad and/or the state grade crossing protection account, they should also be listed under item 14 herein.)

(a) "A" Ave. & State St. - Signals in Place - No change

(b) Foothills Rd. - Signals to be installed and interconnected, Part-time restriction signs not required.

b. The Railroad

	At present:	After completion:
(1) Number of tracks---	1	1

Name of each track from E (N or E) to W (S or W):

Mainline

(2) Angle of intersection--- 27 ° 27 °

If more than one track-highway angle exists, please give details below, track by track:

(3) Alignment--- Describe the alignment of the railroad track(s) for 1000 feet in each direction, both before and after the project:

On long, sweeping curve to right for west bound traffic

(4) Nearest switch---

	At present:	After completion:
E (N or E) of crossing:	500 ft	500 ft
W (S or W) of crossing:	2000+ ft	2000+ ft

(5) Rail through crossing--- N/A - No change

	At present:	After completion:
Weight of rail (lbs/yard):		
Year installed:		
Year manufactured:		

If any rail renewal is to be done as part of this project, please give details below and include the number of compromise joints to be charged to the party or parties responsible for paying crossing construction costs:

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume---

At present: 22,500; After completion: 22,500;

Expected 5 years after completion: 24,250.

(2) Speed of vehicles---

	At present:	Expected after completion:
300 ft from crossing on N (N or E) approach:	25 mph	25 mph
on S (S or W) approach:	25 mph	25 mph
At crossing:	25 mph	25 mph
Posted speed limit on approaches:	25 mph	25 mph

(3) Direction of traffic flow: N&S (N & S, etc.) N&S

b. The Railroad

(1) Train movements--- (avg per day)

	At present:	Expected after completion:
Freight trains:	10	10
Switching movements:	10	10
Passenger trains:	0	0

(2) Speed of trains---

Maximum allowable:	10 mph	10 mph
Typical:	6 mph	6 mph
Slowest normal:	2 mph	2 mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator: This section not applicable since X'ing protection is currently installed. This project will not affect crossing safety

a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .

The motor vehicle operator can see along the railroad . . .

_____ (N or E) approach: _____ft to right; _____ft to left

_____ (S or W) approach: _____ft to right; _____ft to left

(2) From a "safe stopping distance" (see table on Page 8) on the . . .

The motor vehicle operator can see along the railroad . . .

_____ (N or E) approach: _____ft to right; _____ft to left

_____ (S or W) approach: _____ft to right; _____ft to left

If these sight distances will be changed on completion of the project, please explain below:

Note: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 feet	35 mph	210 feet
15 mph	69 feet	40 mph	256 feet
20 mph	98 feet	45 mph	306 feet
25 mph	131 feet	50 mph	360 feet
30 mph	169 feet	55 mph	418 feet

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing? NO (yes/no)

If yes, please explain by what and at what point it will be obstructed:

_____

_____

_____

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? N/A (yes/no)

If yes, explain how you propose to overcome this problem:

_____

_____

_____

If no, why not?

_____

_____

_____

14. List the number and types of protective devices to be installed at the crossing and on its approaches:

Note: TYPES OF DEVICES

Commissioner's Standard No. 1R, reflectoried crossbucks
Commissioner's Standard No. 1S, vehicle "STOP" signs
Commissioner's Standard No. 2, flashing light signals with gongs
Commissioner's Standard No. 2B, cantilevered flashing lights w/gongs
Commissioner's Standard No. 4, automatic gate signals*
Commissioner's Standard No. 5, traffic signals
Traffic signals at adjacent intersection**
Track circuitry to interconnect with traffic signals
Part-time turn restriction signs**
Standard advance warning signs
Standard advance warning pavement markers
Standard "STOP AHEAD" signs
Standard railroad "STOP" signs

* To be used in conjunction with Standard No. 2 or No. 2B flashing light signals. Please indicate which it will be.

** Please furnish description of traffic signal operation, including standard phasing and phasing upon train activation.

a. Protection type: Interconnection of proposed traffic signals with existing RR protection signals to allow pre-emption of the traffic signal sequence during train movement
Number of such devices: 1 ; To be located as follows: in existing RR signal control case and in traffic signal controller

(1) Who will perform the installation? Oregon D.O.T., Highway Division

(2) Estimated cost of installation: $38,000 ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon Department of Trans., Highway Div.	100

(4) Who will maintain these devices? Oregon D.O.T., Highway Division

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Oregon D.O.T., Highway Division	100

*** Include cost of furnishing the protective device(s).

b. Protection type: Advance warning signs and pavement markings

Number of such devices: 2 ; To be located as follows: on State Street either side of crossing.

(1) Who will perform the installation? currently in place

(2) Estimated cost of installation: $ ---- ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? Oregon D.O.T., Highway Division

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Oregon D.O.T., Highway Division	100

c. Protection type: N/A

Number of such devices: _____; To be located as follows: _____

(1) Who will perform the installation? _____

(2) Estimated cost of installation: $_____ ***

*** Include cost of furnishing the protective device(s).

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? _____

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

15. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

None required

Estimated cost of this portion: $ ---.

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: Oregon DOT, Highway Division

16. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

N/A

b. Remainder of crossing area: Oregon D.O.T., Highway Division

17. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Company

b. Remainder of crossing area: Oregon D.O.T., Highway Division

18. Who will [redacted] fo[redacted]id maintenance?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Company

b. Remainder of crossing area: Oregon D.O.T., Highway Division

19. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track at the crossing should be covered in the answer.
Example: Main track--predictor units; Spur tracks--island circuits.)

Currently in place

23.

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms? N/A

If so, describe the obstacles, identify the owner and make the owner a party of interest in this matter.

N/A

SECTION III. Separated Crossings N/A

20. At the crossing, the highway will be _____ the railroad tracks.
(above/below)

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? _____
(yes/no)

If no, please give reasons why attenuators are not necessary:

21. Who will construct the structure?

a. _____

b. _____

22. Who will pay for such construction?

Name of Party	Percent of Cost

23. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

_____

b. All highway appurtenances: _____

c. Above the bottom of the beams plus the beam-bearing assemblies:

_____

d. Railroad tracks, railroad drainage and all railroad facilities:

_____

24. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

_____

b. All highway appurtenances: _____

c. Above the bottom of the beams plus the beam-bearing assemblies:

_____

d. Railroad tracks, railroad drainage and all railroad facilities:

_____

25. Who will pay for damage to the structure caused by motor vehicle traffic on the highway? _____

26. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? _____

If so, describe (and attach complete drawing): _____

_____

_____

_____

_____

27. Is a temporary crossing at grade necessary during the construction period?

_____
(yes/no)

If so, answer questions 11, 12, 13, 14, 15 and 16 in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: _____.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates, if possible.) _____

_____

_____

_____

SECTION IV. -- PERMANENT CROSSING CLOSURE

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 40 of this form. If all parties of interest are expected to agree to such a closure proposal and if the closure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

28. Name and location of crossing to be closed (if different from crossing described in items 3, 4 and 5 of this application):

_____

_____

_____

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

29. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A: _____

_____

Route B: _____

_____

30. How much circuity is involved in the use of each of these two alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A-- 1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A: _____

_____

Route B: _____

_____

31. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A: _____

_____

Route B: _____

32. Will emergency services to or from the area served by the crossing to be closed be adversely affected? _____ (yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties of interest in this matter under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect: _____

_____

_____

_____

33. What protective devices are currently installed at the crossing to be closed?

_____

_____

34. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed? _____ (yes/no)

35. Who will close the crossing? _____

36. Who will bear the expense of closing the crossing? _____

_____

37. Who will maintain the barricades, if any, at the closed crossing?

_____

38. Who will pay for said maintenance? _____

_____

_____

SECTION V. -- (To be completed by all.)

39. List all crossings located within one-half mile of the subject crossing in this matter and describe how they are protected: FD-743.80 - none; FD-744.09-C - 2 flashing lights; FD-744.15-C - 1 X-buck; FD-744.40-D - none; FD-744.55 - 1 X-buck; 2 STOP signs.

40. Upon completion of this project, will it be possible to close any existing crossings in the area? NO (yes/no)

If yes, list and explain: _____

_____

_____

If no, explain why not: All crossings necessary to meet the needs of the motoring public

_____

41. Other items of construction and cost distribution:

none

_____

_____

_____

* * * *

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested thereon is required in this matter: _____

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 9th day of March, 1976.

_____
(Applicant)

_____
(Attorney)

I, F. G. Hilbrich, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

_____

STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 9th day of March, 19 76.

_____
(Notary Public for Oregon)

My Commission Expires: 12-18-76

Form AX-1/75
Signature Page

8106

ROW 18-2

bc: R. L. Schroeder
L. E. George
J. L. Sollis
J. B. Boyd
E. L. Hardt
Enrique Rodriquez

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 20, 1976

Southern Pacific Trans. Co.
324 Union Station
Portland, OR 97209

Attn: R. L. Johnston

Traffic Signal Intertie
Oswego Highway @ Foothills Rd.
(Lake Oswego) Section
Oswego Highway
Clackamas County

Dear Sir:

This is to confirm our conversation of February 19, 1976 with Mr. R. L. Johnston of your office regarding the installation of the traffic signals at Oswego Highway at Foothills Rd. in the City of Lake Oswego. Our traffic signal installation at this location calls for an intertie of the existing railroad grade crossing protection devices at the crossing of the Oswego Highway with the tracks of your Tillamook Branch (Crossing No. FD-744.20). The Highway Division will reimburse the Southern Pacific Trans. Co. for any expense incurred by them installing the necessary equipment in the railroad signal controller cabinet to affect the interconnect for the pre-emption circuitry. The Highway Division will also file the necessary PUC application covering this interconnection.

It would be appreciated if you would proceed with the necessary modifications to your railroad signal controller as soon as possible so that our contractor may perform the necessary work to affect the interconnection. It would also be appreciated if you could furnish me with an estimate of your cost for doing this work as soon as possible.

For your information and use, I am enclosing 10 copies each of TED Drawing No. 2775 and 2776 as per your request. If there is any further information I can provide to you regarding this matter, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk
Enc.
cc: SPTC - San Francisco

RECEIVED
FEB 23 1976
Office of
Assistant State Highway Engineer

Form 81-734-3123

T C P's
Lake Oswego

CITY OF LAKE OSWEGO

January 13, 1976

Mr. Richard Unrein
Urban Engineer
Oregon State Highway Division
405 State Highway Building
Salem, Oregon 97310

Dear Dick:

Re: W.O. 4648 - Foothills Road-State Street Traffic Signals

Enclosed for your information you will find the second Notice of Public Hearing that was sent to all property owners involved with the traffic signal.

If you should have any questions or comments, please feel free to call this office.

Very truly yours,

MARLIN J. DE HAAS, P.E.
Director of Public Works

By JOHN A. BUSTRAAN
Traffic Engineer

JB/vs
Enclosure (1)
cc: WO 4648

RECEIVED
COUNTY & CITY SECTION
JAN 14 1976
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

348 NORTH STATE STREET / POST OFFICE BOX 369 / LAKE OSWEGO, OREGON 97034 / (503) 636-3601

NOTICE OF PUBLIC HEARING

NOTICE is hereby given that the City of Lake Oswego proposes to hold design hearings pertaining to the installation of a traffic signal at the intersection of Oswego Highway and Foothills Road, lying within the City of Lake Oswego, Clackamas County, Oregon.

The proposal consists of removing parking from both sides of State Street between 'A' Avenue and a point approximately 275 feet south of the Southern Pacific Railroad tracks, thus creating five (5), 12-foot driving lanes.

The following alternates will also be discussed:

Alternate 1

The removal of parking from the east side of State Street between 'A' Avenue and a point approximately two hundred seventy-five (275) feet south of the Southern Pacific Railroad tracks thus creating five (5), 10-foot driving lanes and one (1) parking lane.

Alternate 2

Creating four (4) driving lanes and two (2) parking lanes.

Informal reviews will be held and plans for the proposals will be on display in the office of the Director of Public Works at City Hall in the City of Lake Oswego, Oregon, between the hours of 8:00 a.m. and 4:30 p.m. PST, beginning January 7, 1976 until the date of the hearing. Interested persons may examine the plans and other pertinent information during that time period. Engineering personnel will be present to discuss the proposals.

The formal public hearing pertaining to design features will be held in the Council Chambers in Lake Oswego, Oregon, January 20, 1976, beginning promptly at 7:30 p.m. PST at which time any interested persons desiring to express an opinion pertaining to the proposals is invited to do so, and in addition, may submit written statements at the hearing or to the Director of Public Works within Ten (10) days after the public hearing.

A statement regarding the environmental effects of this proposed project will have on the area is available at the City Hall and will also be available at the hearing for the review and information. If any questions arise pertaining to this matter, please contact Marlin J. DeHaas, Director of Public Works at 636-3601.

HELEN BUSH
City Recorder

Publish on December 18, 1975 and January 15, 1976 in the
Lake Oswego Review
The Oregonian
The Oregon Journal
Enterprise-Courier

RECEIVED
COUNTY & CITY SECTION
JAN 1 ^ 1976
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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

#8106

ENV 2-1

December 17, 1975
Salem, Oregon 97310

Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

Oswego Hwy. @ Foothills Rd.
Clackamas County

Ed Hardt
Region I Engineer

Pursuant to our telephone conversation, the Topics Project T-5025(28), Oswego Highway at Foothills Road, Clackamas County, Oregon, has been evaluated on the basis of compliance with federal environmental rules and regulations. It has been determined that this signalization project had been properly classified as a project requiring the preparation of a negative declaration and that the document as approved (August 28, 1974) fulfilled the prevailing regulations.

If this project were developed under present federal rules, as adopted and made effective November 29, 1974, it would be categorized as a project requiring, as a maximum, the preparation of a negative declaration.

The City of Lake Oswego has requested this information.

GAP:GR:sz

cc: R. L. Schroeder

RECEIVED
DEC 18 1975
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

Form A-101—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Lake Oswego
City Hall
Lake Oswego, Oregon 97034
Attention of
Mr. Marlin J. DeHaas, Director of Public Works

Request No. (assigned by staff engineer or head of division) CC 1506

Date July 23, 1975

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

TOPICS Project T-5025(28)
Oswego Highway at Foothills Road
City of Lake Oswego

Itemized Statement:

Advance Deposit $13,500.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for subject TOPICS project.		
		Contract No. 8106.		
		Amount to be transferred		$11,500.00
		To be retained		$ 2,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $13,500.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
3-0611-299

Submitted by:
Gary E. Zehner
Gary E. Zehner, Urban Program Engineer

Approved:
Division Engineer

RECEIVED
COUNTY & CITY SECTION
JUL 23 1975

Approved:
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ OPE ☐ CE ☐ RE ☐ RPE
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

8106

STATE COPY

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
3-47		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY
7	(PPM 21-7) 3-10-75	Clackamas
MODIFICATION NUMBER		PROJECT NUMBER
1		T-5025(28)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 10, , 1974, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,000.00	$ 37,048.00
Federal Funds	$ 780.00	$ 13,849.68
Other revisions		

This modification is made for the following reasons:

Additional P.E. for P.S. & E. preparation and Letting of Contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10 day of March, 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E J Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Stanley Gray
FOR G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

STATE COPY

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O.M.B. No. 04-R2089
5-89		STATE: Oregon
PROJECT REPORT NO. 3	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY: Clackamas
	(4) May 10, 1974	PROJECT NO. T-5025(28)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR. 43 at Jct. Foothills Rd. (Lake Oswego)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING — Field Work	5-1-74	0.00
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER (Specify)		

FUNDS: Pro Rata 78.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,000	$ 780

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Kurtz
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green (Division Engineer) D. J. Smith

Date executed by Division Engineer May 10, 1974

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. T-5025(28)

OSWEGO HIGHWAY AT FOOTHILLS ROAD (LAKE OSWEGO) SECTION
OF THE OSWEGO HWY. IN CLACKAMAS COUNTY

Salem, Oregon, May 6, 1974

Project Agreement Estimate

Type Code P.E.		
Preliminary Engineering	All Required	$1,000.00
	Total	$1,000.00

Length of Project - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E. (Field Work)	$ 1,000.00	$ 780.00	$ 110.00	$ 110.00
Retain in Program				
P.E. (P.S. & E preparation)	1,000.00	780.00	110.00	110.00
Contract Work	22,000.00	17,180.00	2,410.00	2,410.00
Total	$24,000.00	$ 18,740.00	$2,630.00	$ 2,630.00

Prefix: 3-0611

Group 1 - 100%

Oregon State Highway Division

Federal-Aid Project
No. T-5025(28)

OSWEGO HWY. AT FOOTHILLS RD. (LAKE OSWEGO) SECTION

OSWEGO HIGHWAY IN CLACKAMAS COUNTY

Salem, Oregon, February 28, 1975

Modified Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 3,000.00

Type Code Y031
Traffic Signal (Oswego Hwy. at Foothills Rd.)

Temporary Protection and Direction of Traffic	All Required		$ 495.00
Temporary Signs	100 sq.ft.	8.50	850.00
Flagmen	40 hours	12.75	510.00
Miscellaneous Street Work	All Required		1,600.00
Traffic Signal Installation, Complete	All Required		27,198.00
			$ 30,653.00

Anticipated Items

Remove & Reconst. Concrete Planter End Wall (E.W.)	All Required	$ 100.00
Remove & Reconst. Wood Fence (E.W.)	All Required	200.00
		$ 300.00
	Sub-total	$ 30,953.00
	Engineering (Signal Controller Testing)	500.00
	Engineering	2,595.00
	Total	$ 34,048.00

Length of project - - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 3,000.00	$ 1,121.50	$ 156.77	$ 1,721.73
Traffic Signal	34,048.00	12,728.18	1,779.35	19,540.47
Total	$ 37,048.00	$ 13,849.68	$ 1,936.12	$21,262.20

Group 1-100%

Contract No. 8106

Prefix 3-0611

...ed herewith.

...l reviewed and are appr...

...catements are accepted

...items listed

...OVING OFFICIAL

...OF FORM PR-1240 (REV. 6-61)

RECEIVED

OSWEGO HWY. AT FOOTHILLS RD. (LAKE OSWEGO) SECTION

Nonparticipating-State Work

Project No. T-5025(28)

Permanent Pavement Striping	All Required	$ 500.00

U.S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 5025(28)

STATE PROJECT NO. Oswego Highway @ Foothills Road (Lake Oswego)

FROM: G. L. Green, Division Engineer
Salem, Oregon
1-23-75

PROGRAM NO.

ITEM NO. T-91

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
January 8, 1975	January 8, 1975	Primary Route 16 / Oswego Highway Route 3

GENERAL LOCATION:

SR 43 at Junction Foothills Road (Lake Oswego)

GENERAL DESCRIPTION OF WORK:

Traffic Signals

RECEIVED
STATE HWY ENGR
JAN 27 '75

REFER TO Hunter

FOR

Info	Inves	R/D	D/R	Sign	Act	File

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☒ OTHER (Specify)

Remove & Reconstruct Concrete Planter End Wall	$100.00
Remove & Reconstruct Wood Fence	$200.00

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

Copies Sent

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your estimate.

Mr. Rulien's January 6, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
JAN 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-23-75	Warren W. Curry	Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

SALEM, OREGON
November 26, 1974

TO: Mr. L. W. Rulien
Project Management Engineer
B U I L D I N G

Attention: Mr. D. E. Swan

SUBJECT: TOPICS Project T-5025(28)
Oswego Highway at Foothills Road
City of Lake Oswego

FROM: Gary E. Zehner
Urban Program Engineer
County-City Unit

The City of Lake Oswego and the State have reviewed the subject project, and have determined that a three-phase signal with left-turn refuge is necessary to properly accommodate traffic.

Attached is a copy of a resolution adopted by the City Council approving the three-phase signal and left-turn refuge, and authorizing removal of parking to widen for the left-turn refuge.

Please submit a program change to FHWA for their approval of these additions.

GEZ:scr

Attachment

ENGR. ASST. OE AE UE
UPE CE RE RPE

(T)

RESOLUTION R-74-85

WHEREAS, The City Council by Resolution R-74-21, dated February 19, 1974, authorized the City Manager to make application through the Oregon State Transportation Commission for funds to install traffic signals at the intersection of State Street and Foothills Road, and

WHEREAS, The Assistant City Manager did, on February 21, 1974, execute a TOPICS project request for the said signal installation which was forwarded through the Oregon State Highway Division, and

WHEREAS, The Oregon State Transportation Commission did, on March 27, 1974, approve the subject TOPICS project, and

WHEREAS, The City Council by Resolution 74-28, dated April 2, 1974, authorized the Mayor and City Recorder to execute in behalf of the City, an agreement by and between the State of Oregon and the City of Lake Oswego for installation of said signals, and such agreement was executed April 16, 1974, and

WHEREAS, The City Council has fully reviewed the project with the Director of Public Works and the Regional Traffic Engineer of the Oregon State Highway Division, and has determined that a 3-phase signal with appropriate left-turn refuge is necessary in the best interest of the entire City, and has determined that a minimum of twenty-three existing parking stalls must be removed to provide for said left-turn refuge, and

WHEREAS, The Oregon State Highway Division before letting a contract for construction must be provided with proper documentation showing Council action removing the subject parking stalls,

NOW, THEREFORE, BE IT RESOLVED, That the City Council does hereby authorize the removal of parking on State Street (Oswego Highway) as follows:

Beginning at the centerline of 'A' Avenue, a distance of 611 feet south along the west curb of State Street; and a distance of 628 feet south along the east curb of State Street.

Said removal to be exercised at such time as construction of the left-turn channelization begins.

READ AND ADOPTED at the regular meeting of the City Council of the City of Lake Oswego this 19th day of November, 1974.

Mayor

ATTEST:

City Recorder

CC: L.E. George
E.L. Haidt

RESOLUTION R-74-85

RECEIVED
COUNTY & CITY SECTION
NOV 22 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

T.

City of Lake Oswego

November 15, 1974

Mr. Gary E. Zehner
Urban Program Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Zehner:

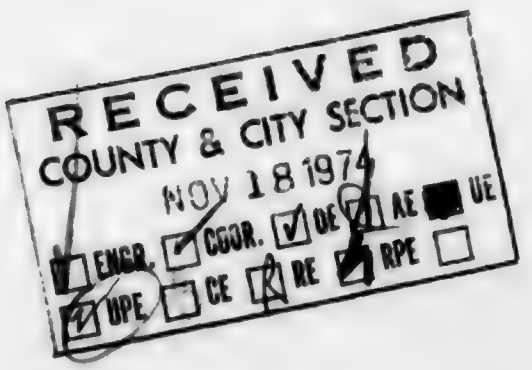
Re: TOPICS Project T-5025(28) - W.O. 4648 - Oswego Highway & Foothills Road
Traffic Light

In regard to your letter of October 23, 1974, the City of Lake Oswego does not anticipate any financial problems regarding their financial share of the project estimated at approximately $16,150.00.

Yours truly,

MARLIN J. DE HAAS, P.E.
Director of Public Works

md
cc: W.O. 4648



INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section, Plan & Summary

STATE OF OR

STATE HIGHWAY

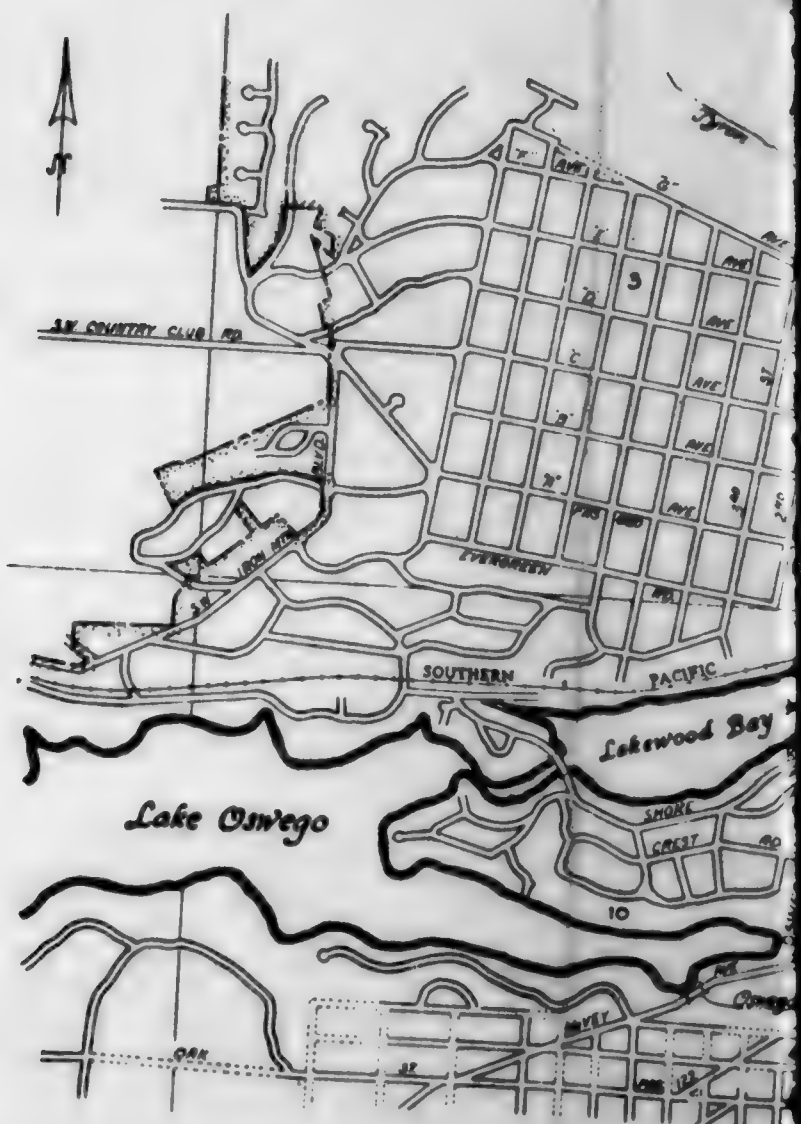
PLANS FOR PROPOSE

OSWEGO HWY. AT FOOTHILLS

OSWEGO HIG

CLACKAMAS CO

PRELIMINARY COPY
SUBJECT TO CHANGE



LAKE OSWEGO

Sketch Map
Scale 0 Feet

OF OREGON

IWAY DIVISION

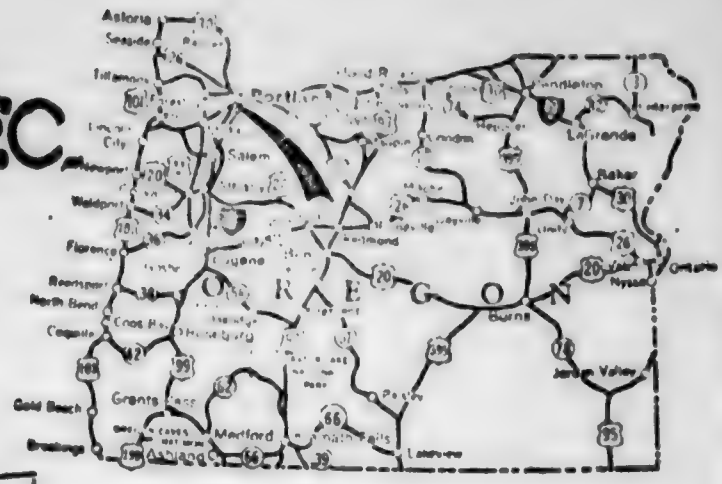
ROPOSED PROJECT

THILLS RD.(LAKE OSWEGO)SEC.

D HIGHWAY

AS COUNTY

OSWEGO HWY. AT FOOTHILLS RD.(LAKE OSWEGO)SEC. OSWEGO HIGHWAY CLACKAMAS COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			



RECEIVED
COUNTY & CITY SECTION
NOV 15 1974
☑ ENGR. ☑ COOR. ☑ DE ☑ AE ■ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

PRELIMINARY COPY
OCT 29 1974
SUBJECT TO CHANGE
FINAL DESIGN UNIT

APPROVED City of Lake Oswego
CITY OF
BY MAYOR
BY RECORDER
DATE 11/14/74

RECEIVED
CITY OF LAKE OSWEGO
NOV 6 1974
DEPT. OF PUBLIC WORKS

REGISTERED PROFESSIONAL ENGINEER 1966 OREGON MAY 9 1975 FRED B. KLABOE

REGISTERED PROFESSIONAL ENGINEER 1966 OREGON MAY 7, 1970 A. E. JOHNSON

Fred B. Klaboe — ADMINISTRATOR AND HIGHWAY ENGINEER

A E Johnson — DEPUTY HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L Jackson	CHAIRMAN
Carl O Fisher	COMMISSIONER
Robert L Mitchell	COMMISSIONER
Robert E Veatch	COMMISSIONER
Anthony R Yturri	COMMISSIONER
George M Baldwin	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DISTRICT ENGINEER — DATE

bc: L. W. Rulien
E. L. Hardt

October 23, 1974

Mr. Marlin J. DeHaas
Director of Public Works
City Hall
Lake Oswego, Oregon 97034

Dear Mr. DeHaas:

TOPICS Project T-5025(28)
Oswego Highway @ Foothills Road

The design of the subject project is in the final stages and preliminary plans will be available in the near future.

An estimate has been prepared, and based on the current design and including preliminary engineering, it will cost approximately $46,000 to construct this project. This is the third project to be financed under the TOPICS program in your city. The other two projects consumed about $62,000 of your TOPICS allocations, leaving $13,700 ± in Federal funds available for this project.

The project agreement of April 16, 1974 states that "State and City shall each contribute 50% of the difference between the actual total cost, less any 100% City costs, and the amount contributed by the Federal Government," or approximately $16,150.

We intend to accept bids on this project on December 19, 1974, and we will request the City's financial share of the project ($16,150 ±) at that time. Do you anticipate any financial problems regarding the above?

Very truly yours,

H. S. Cox
County and City Engineer

By

Gary E. Zehner
Urban Program Engineer

GEZ:mm

Jim Zehner
10-28-74
DeHaas asked for
3-phase & Sirkes
says okay no
change in cost!!
Don M.

11-12-74
DeHaas requested
a copy of this letter since
he lost his copy. Sent 11-13-74
DEB

ENGR ... UE

10-23-74

LAKE OSWEGO
OSWEGO HWY @ FOOTHILLS RD.

Estimate from Terpin 10-3-74

Total Const $44,000
P.E 2,000
$46,000

Total Allocation - $75,700 ±
Other projects - 2 - 62,000 ±
13,700

State & City Share = $46,000
- 13,700
$32,300

City Share = $16,150

T

CC: L.W. Rulien
J.B. Boyd
J.H. Versteeg
E.L. Hardt

OREGON STATE HIGHWAY DIVISION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

SUBJECT: Federal Aid Project No. T-5025(28)

Project Name Oswego Hwy. @ Foothills Rd.

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

☐ Additional right-of-way will not be required for this project.

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Lake Oswego, Oregon,

this 10th day of October, 1974.

City of LAKE OSWEGO

Donald B. Epley
~~MAYOR~~ City Manager

Helen D Bond
Recorder

RECEIVED
COUNTY & CITY SECTION
OCT 16 1974
☑ ENGR. ☑ COOR. ☑ DE ☒ AE ☐ DE
☑ RPE ☐ CE ☒ RE ☒ RPE ☐

R/W File No. _____

T.

October 3, 1974
(date)

Mr. Marlin J. DeHaas
Director of Public Works
City Hall
Lake Oswego, Oregon 97034

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Oswego Highway TOPICS

Section Oswego Hwy @ Foothills Rd: Signal

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
OCT 9 - 1974
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ■ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

10/7/74
(date)

By Donald B. Eppley
DONALD B. EPPLEY, CITY MANAGER

By _____
Commissioner

By _____
Commissioner

cc: Duane Ridings
(Proj Mgt)

U. S. DEPARTMENT OF TRANSPORTAT[ ] FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-27-74

FE[ ]AL AID PROJECT NO.
F-5025(28)

STATE PROJECT NO.
OSWEGO HIGHWAY AT FOOTHILLS ROAD (LAKE OSWEGO) SECT.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
T-91

COUNTY NAME
CLACKAMAS

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	SEPTEMBER 27, 1974	PRIMARY ROUTE 16
		STATE ROUTE NUMBER: OSWEGO HIGHWAY ROUTE #3

GENERAL LOCATION:

LAKE OSWEGO

GENERAL DESCRIPTION OF WORK:

AS REQUESTED IN MR. RULIEN'S SEPTEMBER 13, 1974 LETTER YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [X] PREPARATION

- [ ] OTHER (Specify)

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

BASED ON THE INFORMATION FURNISHED IN STUDY REPORT SUBMITTED WITH MR. RULIEN'S SEPTEMBER 13, 1974 LETTER, LOCATION/DESIGN APPROVAL IS HEREBY GRANTED.

RECEIVED
SEP 30 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Info
Inv.
R/D
O/R
Sign
Act
File

RECEIVED
OCT 1 1974
PROJECT MANAGEMENT SECTION

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-27-74	Glenn V. Green	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8106

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 15, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT TOPICS Project T-5025(28)
Oswego Highway at Foothills Road
Clackamas County

This negative declaration precedes our request for location and design approval of the subject Federal-aid TOPICS project.

LOCATION AND DESCRIPTION OF PROJECT — This project is located at the intersection of Oswego Highway (State Street) and Foothills Road, in the city of Lake Oswego, Clackamas County, Oregon. The proposal provides for the installation of an actuated traffic control signal interconnected with the railroad signal and other existing traffic signals on State Street, and minor channelization to improve the turning radius at the southeast corner of the intersection.

PURPOSE OF THE PROJECT — The purpose of this project is to alleviate the major traffic conflicts within the intersection and allow adequate gaps in the traffic flow during peak hours for cross traffic movement. Regulation of traffic will be achieved through the traffic control signal. Improved turning radius at the southeast corner is necessary to allow trucks turning from the northbound lanes on State Street to Foothills Road to do so without crossing the centerline on Foothills Road, which now occurs.

EXISTING ENVIRONMENTAL SETTING

The estimated total number of vehicles that would enter the Oswego Highway-Foothills Road intersection in a twenty-four-hour period, based on a twelve-hour count, is 23,250--22,500 of these vehicles entering from Oswego Highway, and 750 from Foothills Road. The twelve-hour count showed a total of 18,350 vehicles entering the intersection, 17,750 from Oswego Highway and 600 from Foothills Road. A morning peak-hour count showed 1,560 vehicles entering the intersection, 1,530 from Oswego Highway and 30 from Foothills Road. An evening peak-hour count totaled 2,150 vehicles, 2,050 from Oswego Highway and 80 from Foothills Road (see diagram).

Oswego Highway contains two travel lanes in either direction. Foothills Road contains two travel lanes westbound, one eastbound. Tracks of the Southern Pacific Railroad cut diagonally across Oswego Highway at street level, approximately fifty feet north of the intersection. The only traffic control at the intersection, besides railroad signalization, is a stop sign for westbound lanes of Foothills Road at the intersection with Oswego Highway.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The installation of a traffic control signal and the changing of one curb radius will allow safer traffic movements within the intersection and will reduce delays for traffic entering the intersection from Foothills Road. A 10' by 10' triangle consisting of 50 square feet of additional right-of-way will be required for a new radius. The land is not encumbered with a building, therefore no relocation is involved. This will be the only additional land necessary.

Under the provisions of Federal Highway Administration Instructional Memorandum 50-1-70, paragraph 2(a), and by agreement with the state, this project is of a type that is exempt from A-95 review. Therefore, a Notice of Intent will not be submitted to the State Clearinghouse.

BASIS FOR NEGATIVE DECLARATION

It is the conclusion of the Oregon State Highway Division that this proposal does not constitute a "major action" as defined in Policy and Procedure Memorandum 90-1 in that the project will not change traffic patterns or volumes, affect existing or planned land use, or have significant adverse effects upon the social or natural environment.

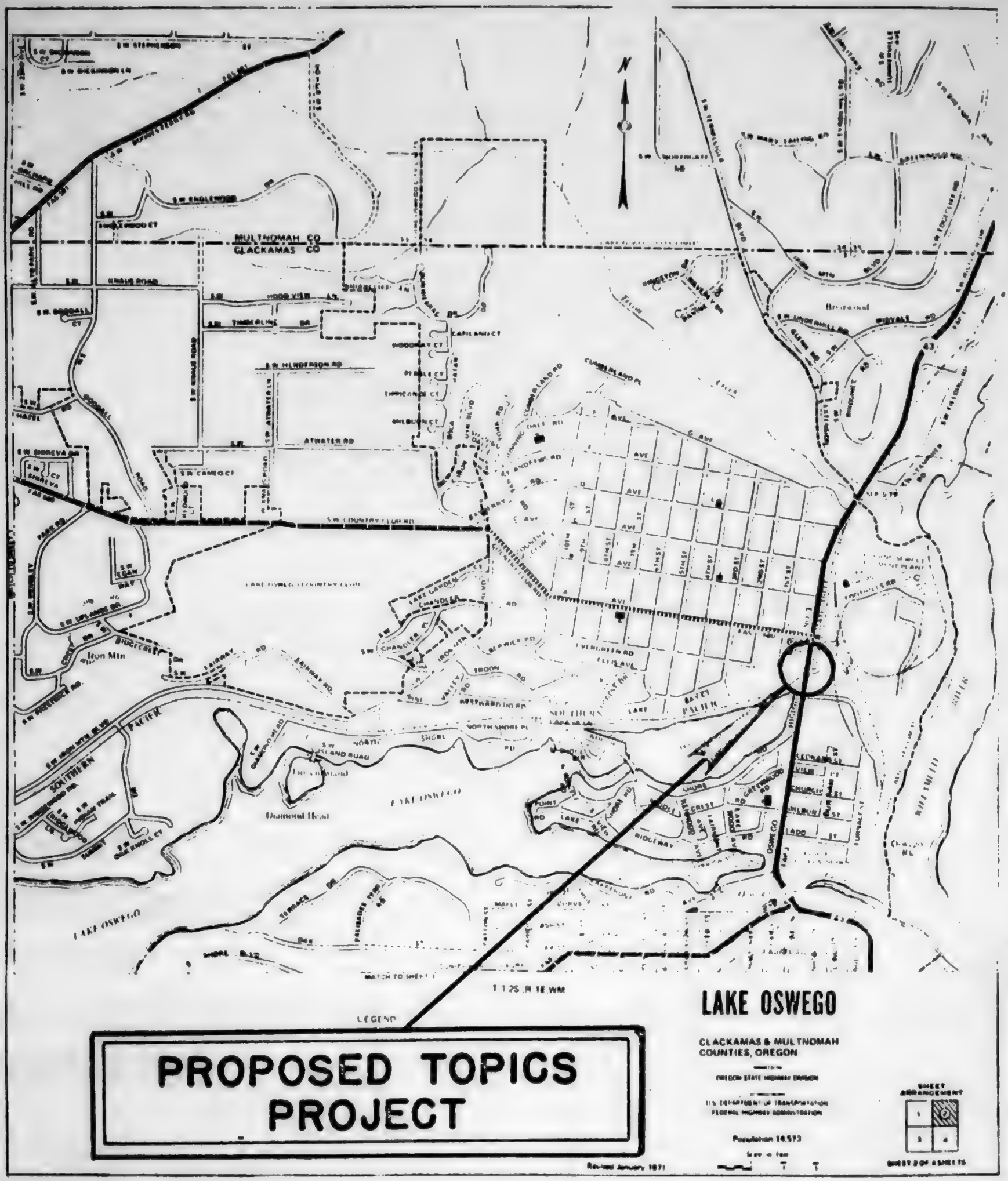
Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur _____ Date AUG 28 1974
for Division Engineer

JRT:cb

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. W. Rulien
Ed Hardt



PROPOSED TOPICS PROJECT

VEHICULAR TRAFFIC (ADT) ENTERING STATE ST./FOOTHILLS RD. INTERSECTION

STATE STREET

22,500 24 HR. COUNT (EST.)
17,750 12 HR. COUNT
1,530 A.M. PEAK HR.
2,050 P.M. PEAK HR.

FOOTHILLS RD.

750 24 HR. COUNT (EST.)
600 12 HR. COUNT
30 A.M. PEAK HR.
80 P.M. PEAK HR.

8106

SAlem

August 9, 1974

John R. Oakes
Assistant R/W Engineer

L. W. Rulien
Project Management Engineer

File 48247
Oswego Highway & Foothills Rd. Sec.
Oswego Highway
Clackamas County

State funds in the amount of $100 are authorized to purchase the necessary right-of-way for the subject project.

In order to keep this section eligible for future Federal aid on construction, it will be necessary to document this purchase in accordance with IM 80-1-72 dated 7-28-72, "Protective Buying and Hardship Acquisition".

This is a fiscal year 1974 expenditure; if the expense overruns the estimate, please request additional authorization.

Prefix 3-2004 should be used for this expense.

CRR:dg

cc Bill Manner
C. P. Laux

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE August 8, 1974

TO L. W. Rulien
Project Management Engineer

3-2004

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT File 48247
Oswego Highway & Foothills Road Sec.
Oswego Highway
Clackamas County

Please authorize the use of State funds in the amount of $100 for the necessary right-of-way for this project. No relocation is involved.

JRO:ha
cc M. R. Mitchell
Bob Poggione

Cert of R

RECEIVED
AUG 8 1974
PROJECT MANAGEMENT SECTION

#01.06

L.

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

June 21, 1974

FILE:

FROM: Robert T. Ewen
Resident Locating Engineer

TO: Floyd O. Scott
Right of Way Description Engineer

SUBJECT: Oswego Highway @ Foothills Road
TOPICS Project
Prefix 3-0611
Oswego Highway
Clackamas

As per your request I am forwarding property deeds and roadway descriptions in the vicinity of the subject project. Also attached is the tax lot map for the same area.

RECEIVED
JUN 2 1 '74
ROAD
DIVISION

RTE/b

T

City of Lake Oswego

June 13, 1974

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Bldg.
Room 405
Salem, Oregon 97310

Re: TOPICS Project T-5025(28)
Oswego Highway @ Foothills Road

Dear Mr. Cox:

This negative declaration is to accompany our request for location design approval for the subject Federal Aid Topics project.

Location & Description of Project

This project is located at the intersection of Foothills Road & State Street (Hwy 43). The proposal consists of the following: 1) Installation of a pre-timed traffic control signal interconnected with the railroad signal and existing traffic signals; 2) Minor channelization to improve existing turning radius.

Purpose of Project

This project is intended to alleviate the major conflicts and provide adequate gaps in the traffic flow during the peak hours for cross traffic movement.

Discussion of Environmental Impacts

The installation of a traffic control signal and the changing of one curb radius will allow safer movements within the intersection and reduce delays. A 10' x 10' right triangle consisting of 50 square feet of additional right of way will be required. This will be the only additional land use that will be necessary.

RECEIVED
COUNTY & CITY SECTION
JUN 17 1974
☑ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Basis for Negative Declaration

It is the conclusion of the City of Lake Oswego that this project does not constitute a "Major Action" as defined in PPM 90-1, Appendix F, paragraphs 2 through 4. Nor does it have the potential to significantly affect the quality of social or natural environment.

Very truly yours,

Marlin De Haas

MARLIN J. DE HAAS, P.E.
Director of Public Works

EB/md
cc: W.O. 4648

MEMO TO FILES

June 11, 1974

Re: TOPICS Project T-5025(28)
Oswego Highway @ Foothills Road
City of Lake Oswego

The preliminary survey for the subject project has been completed and is in Region 1 office. It has been determined that to provide safe egress for northbound traffic, it is necessary to increase the radius at the southeast corner of this intersection.

Please initiate the necessary action per the existing agreement dated April 16, 1974 to comply with the applicable FHWA requirements.

Gary E. Zehner
Urban Program Engineer
County & City Unit

GEZ:ljt

cc: Marlin J. DeHaas
City of Lake Oswego
L. W. Rulien
J. R. Oakes
E. L. Hardt (Attn: K. Rolfe
& R. Ewen)
Floyd Scott (Please prepare descriptions)

☑ ENGR. ☑ ASST. ☐ OE ☒ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

June 10, 1974

FILE:

FROM: Robert T. Ewen
Resident Locating Engineer

TO: Victor D. Wolfe
Location Engineer

SUBJECT: Transmittal of Estimate
TOPICS Project
State Street & Foothills Road
City of Lake Oswego
Prefix 3-0611

We submit herewith field location data for subject TOPICS survey. All survey information is included on one sheet mylar half & half, including Engineer's Estimate, overhead power line and railroad signal clearance information.

We have recommended the construction of a 25 foot radius curb on the southeast corner of the intersection. The present radius is too sharp to allow truck traffic turning from northbound on State Street to Foothills Road without crossing the centerline on Foothills Road. In order to flatten the radius it appears that a small triangular piece of right of way is required. The minimum size of this triangle has sides of eight feet; the City desires a minimum of 10 feet.

Mr. Don Harwell, City-County, has been advised of the right of way request and is contacting the City. The City believes there will be no problem in obtaining the right of way.

Please advise if further data is desired.

6-12-74
Survey data to Traffic
DEJ.

RTE/b
enc
cc: Edward L. Hardt

Wills

Total $3,100

585

ACCESS STREET

EDGE A.C.

EDGE A.C.

TRACK SWITCH

SIGNAL BLOCK

"L" 280+33 POT

"FR" 280+33 POT

586

CONC. BLOCK WALL

CONC. BLOCK WALL

CB

TEL. BOOTH

PGE #4467

RXR SIGNAL CONTROLLER

SIGNAL BLOCK

MAIL DROP BOXES

SIGN

SIDEWALK

STORM SEWER

GV

GV

WV

WV

WV

STOP LINE

T

W

W

W

25'

25'

280

281

CROSS WALK

NOTE 8:

APPROX. 90°

25'R

RXR FLASHERS

RXR DROP MODEL

STORM SEWER

NO PARKING SIGN

NO PARKING SIGN

CROSS WALK

SAN.

SEWER

SAN SEWER CLEAN OUT

SIGN

NO PARKING SIGN

SIGNAL LOOPS

STOP SIGN

SIGN

RXR DEPOT SEMIPHORE SIGNAL

SAN SEWER CLEAN OUT

NO PARKING

TREES

PROPOSED RIW

FENCE

4' WOOD

SIGN

CONCRETE PLANTER 15' HIGH WITH 7' HIGH WOOD FENCE ON TOP

PGE #1782 D 21-3

1

2

3

4

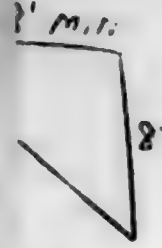
6

7

8

9

10



'ONAL R/W
AREA = 32 S.F. MIN.

OREGON STATE HIGHWAY DIVISION

VICINITY MAP & TYPICAL SECTIONS

TOPICS

LAKE OSWEGO HIGHWAY

STATE STREET & FOOTHILLS ROAD

CITY OF LAKE OSWEGO

CLACKAMAS COUNTY

SCALE: AS INDICATED

PREFIX: 3-0611-9

R.T. EWEN, RES. LOC. ENG'R. MAY 1974

_LS ROAD

FENCE

CONSTRUCTON COST ESTIMATE

	SECTION	ITEM			UNIT PRICE	QUANITY	AMOUNT
	201	Remove stubs from planter			Lump Sum	All	20
A.	201	Remove concrete planter section			" "	All	100
2	202	Remove concrete curb and sidewalk		25' N.E.C.	100/S.Y.	8	8
3	504	Install end piece for planter wall			Lump Sum	All	50
4	608	Install concrete sidewalk			8.00/S.Y.	4	32
5	609	Install concrete curb "Type C			2/L.F.	40	80
6	626	Salvage and install wood fence			240/L.F.	10	24
7	641	Remove Stop sign			ONLY	1	10
8	661	Install Traffic Signals			Lump Sum	All	35,000
9	403	Replait Concrete "Class B"			12.00/Ton	5	60
	104	Extra Work By Others					
10		Adjust Fire Hydrant			Lump Sum	All	500
						SUBTOTAL	35,884
				20%	ENG'R. AND	CONT.	7,216
						TOTAL	43,100

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSACTION NUMBER 5-29
TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-1-74

BY (Signature): L. W. RULIEN'S APRIL 26, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1* ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 91 THRU ____		FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST		LOCATION / WORK
91	T-5025(28)	0.0	24,000	18,740	OSWEGO HIGHWAY AT FOOTHILLS ROAD (LAKE OSWEGO) CLACKAMAS COUNTY STATE OF OREGON — PRELIMINARY ENGINEERING, TRAFFIC SIGNALS.

5-1-74

RECEIVED
STATE HWY ENGR
MAY 2'74
REFER TO Hunter
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					✓	

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN DESIGN APPROVAL.

RECEIVED
MAY 2 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		5-1-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-690

FORM PR-48
(Rev. 8-71)

8106

April 26, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. T-5025(28)

We are submitting program data for one TOPICS project, Item No. 91, Project No. T-5025(28), "Oswego Highway at Foothills Road (Lake Oswego) Section", which we desire to have included in the Federal-aid TOPICS Highway Program.

The project program contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain design approval for the project.

We will request further authorization to proceed with preliminary engineering for PS & E preparation as soon as design approval is granted.

The project is exempt from State Clearinghouse and District 2 Clearinghouse review and comments under working agreements dated April 28, 1970 and October 16, 1970, respectively.

A public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

An environmental statement will be submitted in compliance with the requirements of PPM 90-1.

Enc.
JG:pr

Budget Bureau No. 41-R2967; Approval E

U.S. DEPART M
BUREAU

MONTHLY TRANSACTION NO. 5-29

DATE SUBMITTED TO B. O. MAY 1 1974

FORM PR-1 (REV. 4-01) 4-26-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD											
2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): SR 43 at Jct. Foothills Rd. (Lake Oswego)	ADT	PRESENT: 23,000	FUTURE: 34,500	YEAR: 94	REGION: 10	STATE NAME: Oregon	STATE CODE: 41
3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): P.E. & Traffic Signals	NATL. FOREST	FR ROUTE NO.			EMERG. YR.: A-1	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S): T-	NUMBER: 5025	SEQ. NO. (28)
	CLASS OF FEDERAL FUNDS: TOPICS					COUNTY NAME: Clackamas			CODE: 005	
	NAME OF URBAN AREA: Portland 027					ROUTE NO. P	FEDERAL-AID: 3	STATE: 3	U.S.: --	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(1-4)(5)	(10)	41	48	49 48	55		(54) (58)	(59) (66)	(67) (76)			
5	10			1	PE	3	SR 43 at Jct. Foothills Rd. (Lake Oswego)	0.0	2,000	1,560	220	220 (City)	P.E. insta
5					ROW								
5	30			3	CONST (CODE) Y031	3	"Oswego Hwy. @ Foothills Rd. (Lake Oswego) Sec."	0.0	22,000	17,180	2,410	2,410 (City)	ROW - Acces Parki non
							PROJECT TOTALS	0.0	24,000	18,740	2,630	2,630 (City)	

RECEIVED
COUNTY & CITY SECTION
MAY 2 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

CARD	CODE	PREPARED BY	
1	1		
1	14	PROGRAM APPROVAL DATES: MAY 1 1974 FHWA OREGON DIVISION	REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

5-29

MAY 1 1974

FORM PR-1 (REV. 4-61)

4-26-74

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 43 at Jct. Foothills Rd. (Lake Oswego)	ADT	23,000	34,500	94	10	Oregon	41	077	91

PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	PK ROUTE NO.	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Traffic Signals			A-1		T-	5025	(28)		

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
TOPICS	Clackamas	005	1 OR X 2

AREA	ROUTE NO. P	FEDERAL-AID	STATE	U.S.
Portland 027		3	3	--

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE	3	SR 43 at Jct. Foothills Rd. (Lake Oswego)	0.0	2,000	1,560	220	220 (City)	P.E. all phases; install traffic signal
ROW								
CONST (CODE) Y031	3	"Oswego Hwy. @ Foothills Rd. (Lake Oswego) Sec."	0.0	22,000	17,180	2,410	2,410 (City)	ROW - 60' min.; Access control-none; Parking restrictions-none.
PROJECT TOTALS			0.0	24,000	18,740	2,630	2,630 (City)	

RECEIVED
COUNTY & CITY SECTION
MAY 2 1974
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

PREPARED BY

PROGRAM APPROVAL DATES

MAY 1 1974

OREGON DIVISION

REMARKS

-OVER-

USCOMM BUSCOMM-DC 48000-P61

OSWEGO HWY. AT FOOTHILLS RD. (LAKE OSWEGO) SECTION

PROJECT NO. T-5025(28)

Existing Facilities: No traffic control signal; stop sign on Foothills Blvd.
Oswego Hwy. (FAP 3) - - - 60-foot curbed section with AC surface providing 4 travel lanes, 2-foot median, parking both sides and with sidewalks adjacent to each side.
Foothills Road- - - - - - 44-foot curbed section with AC surface providing 2 travel lanes westbound, 1 travel lane eastbound, 1-foot median and no parking either side.

Project Data:

1. All phases of preliminary engineering.
2. Install pretimed (2 or 3 phase) traffic control signal and interconnect as required.

Additional Right-of-Way: None required.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

PPM 90-1 Requirements: Environmental statement will be submitted in compliance with the requirements of PPM 90-1.

A-95 Reviews: Exempt from State Clearinghouse and District 2 Clearinghouse under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Maintenance of Traffic Operations Improvements: A state-city agreement covering maintenance obligations will be prepared to comply with paragraph 9 of PPM 21-18.

Data for PR-37:

a. Preliminary Engineering:

Field Work	$1,000
PS & E Prep.	1,000
Total	$2,000

b. 100% of project is on FA Primary System.

NOTE: The project is in Congressional District No. 1.

8106

April 17, 1974

City of Lake Oswego
City Hall
Lake Oswego, OR 97034

Attention: Mrs. Helen Bush
City Recorder

MISC. CONTRACTS AND AGREEMENTS No. 7939

Gentlemen:

Attached for your records is a fully executed copy of a TOPICS agreement covering the installation of a traffic signal on the Oswego Highway at Foothills Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.
cc H. S. Cox (agree. att.)

TO: Mr. R. N. Chase
Project Management Section
B U I L D I N G

Date April 17, 1974

Re: TOPICS Project Programing

CITY: LAKE OSWEGO SECTION: Oswego Highway @ Foothills Road

PROPOSED WORK: Traffic signal installation

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	22,000	17,160	2,420	2,420	
P.E.	2,000	1,560	220	220	
FIELD 1,000	P.S.& E. Preparation 1,000				

EXISTING FACILITIES:

Oswego Hwy. - 60 feet curbed, A.C. pavement, four lanes.
2' median, parking sidewalks.

Foothills Road - 44 feet curbed, A.C. pavement, 2 lanes westbound,
1 lane eastbound. 1' median.

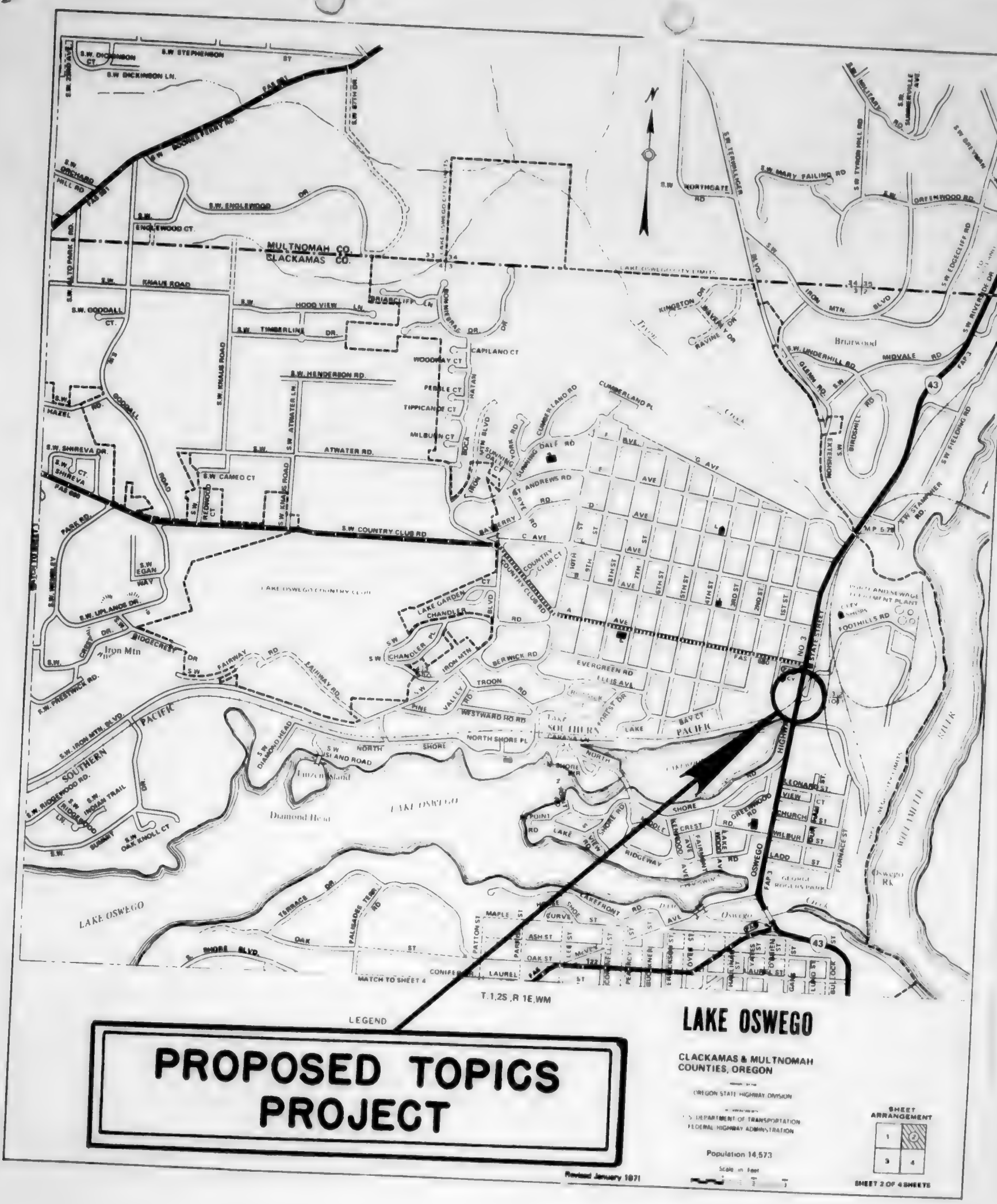
PROJECT DATA: Install pretimed traffic control signal

NEGATIVE DECLARATION: Yes
PROJECT NO.: T-5025(-)
ADDITIONAL RIGHT-OF-WAY: None
SYSTEM ACTION: None
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None
ROUTE DATA: Oswego Hwy. is FAP 3
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 2 CLEARINGHOUSE APPROVAL: Exempt per W.A. dated 10/16/70.
HEARING: None required
ACCESS CONTROL: None
PARKING RESTRICTIONS: None

ADT: From John Hanks

Gary E. Zehner
Urban Program Engineer
County & City Unit

☐ ENGR. ☑ ASST. ☐ OE ☐ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐


MULTNOMAH CO.
CLACKAMAS CO.
LAKE OSWEGO CITY LIMITS
S.W. STEPHENSON ST
S.W. DICKINSON CT.
S.W. DICKINSON LN.
S.W. 265th AVE.
S.W. 67th DR.
S.W. CORBETT HILL RD.
S.W. ENGLEWOOD DR.
S.W. ENGLEWOOD CT.
S.W. KNAUS ROAD
S.W. GOODALL CT.
S.W. HOOD VIEW LN.
S.W. TIMBERLINE DR.
S.W. HENDERSON RD.
S.W. ATWATER LN.
S.W. ATWATER RD.
S.W. CAMEO CT
S.W. SHIREVA DR.
S.W. COUNTRY CLUB RD
LAKE OSWEGO COUNTRY CLUB
LAKE GARDEN CT
LAKE GARDEN DR.
S.W. EGAN WAY
S.W. UPLANDS DR.
S.W. RIDGECREST DR.
S.W. FAIRWAY RD.
S.W. PRESTWICK RD.
S.W. IRON MTN. BLVD.
S.W. DIAMOND HEAD RD.
S.W. NORTH SHORE RD.
S.W. NORTH SHORE PL
S.W. SOUTHERN RIDGEWOOD RD.
S.W. INDIAN TRAIL
S.W. RIDGEWOOD LN.
S.W. OAK KNOLL CT
Iron Mtn
Diamond Head
Luzon Island
LAKE OSWEGO
S.W. NORTHGATE RD
S.W. TERWILLIGER BLVD
S.W. MARY FAILING RD
S.W. TYROON HILL RD
S.W. GREENWOOD RD.
S.W. EDGECLIFF RD
S.W. RIVERSIDE DR
S.W. IRON MTN. BLVD
KINGSTON DR
RAVINE DR
Brairwood
S.W. UNDERHILL RD
MIDVALE RD
S.W. GLENN RD
S.W. BIRDSHILL RD
S.W. FIELDING RD
S.W. STAMPHER RD.
CUMBERLAND PL
CUMBERLAND RD
SUNNYDALE RD
ST ANDREWS RD
BAY BERRY RD
BOCA RATAN
PEBBLE CT
TIPPICANOE CT
MILBURN CT
WOODWAY CT
CAPILANO CT
COUNTRY CLUB CT
LAKE CHANDLER BLVD
CHANDLER CT
CHANDLER PL
IRON MTN
BERWICK RD
EVERGREEN RD
ELLIS AVE
TROON RD
WESTWARD HO RD
VALLEY VIEW RD
PINE
FOREST DR
BAY CT
SOUTHERN PACIFIC
LAKE
NORTH SHORE
SHORE
POINT
LAKE VIEW
RIDGEWAY
LAKEFRONT RD
TERRACE DR
PALISADES TERR RD
SHORE BLVD
OAK ST
MAPLE ST
ASH ST
CURVE
MATCH TO SHEET 4
CONIFER
LAUREL
FOOTHILLS RD
CITY SHOPS
SEWAGE TREATMENT PLANT
STATE STREET
HIGHWAY NO. 3
FAS 68
FAP 3
MP 5.78
43
A AVE
B AVE
C AVE
D AVE
E AVE
F AVE
G AVE
1ST ST
2ND ST
3RD ST
4TH ST
5TH ST
6TH ST
7TH ST
8TH ST
9TH ST
10TH ST
LEONARD ST
CHURCH ST
WILBUR ST
LADD ST
FURNACE ST
OSWEGO
OSWEGO RK
GEORGE RIGGS PARK
WILLAMETTE RIVER
T.1,2S.,R 1E,WM
LEGEND
PROPOSED TOPICS PROJECT
LAKE OSWEGO
CLACKAMAS & MULTNOMAH COUNTIES, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 14,573
Scale in feet
Revised January 1971
SHEET ARRANGEMENT
SHEET 2 OF 4 SHEETS

Form E-33 (Rev. 8-71)

T

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Oswego Highway @ Foothills Road (Lake Oswego) Date April 2 , 74

Highway Oswego Authorization No. 1

County Clackamas Survey Prefix 3-0611 (Assigned by Salem office)

Description of termini, route, length, etc.:

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COUNTY & CITY SECTION
AUG 12 1974
☐ ENGR. ☑ COOR. ☑ UE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

TOPICS

Purpose of survey: Prepare plans, estimate, and specifications for traffic signal installation.

Estimate of cost:

Resident Engineer	(901)	$600.00
Final Design	(905)	150.00
Traffic	(911)	800.00
Specifications	(921)	250.00

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $.....

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by: .....
Traffic Office Engineer

Recommended for Approval: .....
Traffic Control Engineer

Recommended for Approval: .....
Traffic Engineer

Approved: .....
Assistant State Highway Engineer

SP*22604-724

8/26

March 20, 1974

file with Sec of State

TO Oregon Transportation Commission

SIGNED BY
E. B. KLABOE

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Proposed TOPICS Projects

There will be before you at the March 27 meeting requests from eight cities for approval of TOPICS project applications.

Coos Bay's project involves traffic signal replacement at four intersections on the Oregon Coast Highway. The total project cost is estimated to be $64,000, of which the State and City will each pay approximately $10,000.

Forest Grove's project consists of upgrading traffic signals at nine intersections on the Tualatin Valley Highway (Pacific Avenue-19th Avenue Couplet). The total project cost is estimated to be $22,000, of which the State and City will each pay approximately $2,500.

Gladstone's project consists of the installation of a traffic control signal on the Pacific Highway East (McLoughlin Blvd.) at Gloucester Street. The total project cost is estimated to be $30,000, of which the State and City will each pay approximately $3,500.

The Grants Pass project consists of the installation of traffic control signals at two intersections on the Redwood Highway (S.E. 7th Street at S. E. "L" Street and N.E. 9th Street at N.E. "F" Street). The total project cost is estimated to be $39,000, of which the State and City will each pay approximately $4,500.

Lake Oswego's project is for the installation of traffic control signals on the Oswego Highway (State Street) at Foothills Road. The total project cost is estimated to be $24,000, of which the State and City will each pay approximately $3,500.

Lebanon's project involves the modifications of an existing traffic control signal on the Santiam Highway at Milton Street.

The total project cost is estimated to be $20,000, of which the State and City will each pay approximately $5,000.

Newberg's project consists of upgrading traffic control signs on a citywide basis and the realignment of the intersection of Illinois and Main Streets (Yamhill-Newberg Highway). The total project cost is estimated to be $13,000, of which the State and City will each pay approximately $1,500.

Roseburg's project involves the modification of existing traffic control signals on the Oakland-Shady Highway (Stephens Street) at Diamond Lake Boulevard. The total project cost is estimated to be $20,000, of which the State and City will each pay approximately $2,000.

These projects have been investigated and are eligible for funding under the Federal Aid TOPICS program.

I recommend your approval and request authority to sign project agreements for and on your behalf.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. E. George
L. W. Rulien
V. E. Skoog
J. H. Versteeg
Victor D. Wolfe
H. S. Cox
E. L. Hardt
C. O. Fredrickson
A. Shirley
W. E. Schwartz
Gary Sund
R. E. Whipps

RB:ljt cm

SUMMARY, TOPICS FUNDS
Fiscal Years 1970, 1971, 1972 & 1973 Projects

CITY	SECTION	PROJECT ESTIMATE	FEDERAL SHARE	STATE SHARE
COOS BAY	Curtis Avenue-Johnson Avenue, Oregon Coast Highway	$ 64,000	$ 34,000	$10,000
FOREST GROVE	Main Street-Hawthorne Street, Tualatin Valley Highway	22,000	17,000	2,500
GLADSTONE	Pacific Highway East @ Gloucester Street	30,000	23,000	3,500
GRANTS PASS	SE 7th Street @ SE "A" Street & NE 9th Street @ NE "F" Street	39,000	30,000	4,500
LAKE OSWEGO	Oswego Highway @ Foothills Road	24,000	17,000	3,500
LEBANON	Santiam Highway @ Milton Street	20,000	10,000	5,000
NEWBERG	Main Street @ Illinois Street	13,000	10,000	1,500
ROSEBURG	Oakland-Shady Hwy. @ Diamond	20,000	16,000	2,000
	TOTAL NEW PROJECTS	$232,000	$157,000	$32,500

SUMMARY BY FISCAL YEAR (FEDERAL FUNDS)	1970,71&72	1973	TOTAL
Allocated Funds (Federal)	$4,153,000	$870,000	$5,023,000
Approved Projects (corrected to date)	4,153,000	422,000	4,575,000
Balance	---	448,000	448,000
~~Proposed~~ Projects: 3/27/74	---	157,000	157,000
Unprogramed Balance	---	$291,000	$ 291,000

copy in minutes

74-c
3/18/74

CITY OF LAKE OSWEGO
PROPOSED TOPICS PROJECT

Oswego Highway (FAP 3) @ Foothills Road (Lake Oswego) Section.

Traffic signal installation, $24,000.

Install pretimed traffic control signal.

A public hearing will not be required.

This project is exempt from District 2 and State Clearinghouse review per working agreements dated October 16, 1970 and April 28, 1970 respectively.

74-c
3/18/74

Form FHWA 121 (Rev. 5-73) 8106

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Proposed TOPICS Project - T-5025(-)
City of Lake Oswego

DATE: March 4, 1974

In reply refer to: 10-41-A1

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The information submitted with Mr. Bladorn's February 21, 1974 letter regarding the subject project has been reviewed.

The percentage of large trucks (30-40% of the total) using Foothills Road as well as the present need for a police officer to direct traffic during peak hours is considered adequate support for the proposed signal even though the minimum warrants of the MUTCD are not met.

For the above reasons this office would give favorable consideration in approving the proposed signal installation as a TOPICS project.

for G. L. Green

NOTED
A. E. JOHNSON
cc Ruhein
Cy details
3-7-74

RECEIVED
STATE HWY ENGR
MAR 5 '74
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
MAR 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

City of Lake Oswego

February 13, 1974

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COUNTY & CITY SECTION
FEB 15 1974
☐ ENGR. ☐ COOR. ☐ QE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Topics Project Request Traffic Signal at the Intersection of State Street and Foothills Road

Dear Mr. Cox:

Attached herewith is a Topics Project Request by the City of Lake Oswego for a traffic signal at the intersection of State Street and Foothills Road.

We are making such enclosures as are necessary to fully document the project. We would be pleased to furnish any additional material required at the earliest possible date.

Very truly yours,

MARLIN J. DE HAAS, P.E.
Director of Public Works

NORMAN L. CROY
Assistant City Manager

EB/md
cc: Signal File
Encs: Topics Project Request Form
Location Map
Intersection Diagram
List of Utilities
Signal Warrant
Turning Movement Count
Traffic Accident Diagram
Resolution Requesting Topics Project

RESOLUTION
No. R-74-21

WHEREAS, the Federal Government has found it to be in the national interest to establish an urban traffic operations program to increase capacity and safety on major streets and highways in urban areas utilizing federal aid participation, and

WHEREAS, the City Council by resolution dated May 5, 1970, did establish in compliance with the federal regulations, a tentative primary Type II road system,

NOW, THEREFORE, BE IT RESOLVED that the City Council does hereby authorize the City Manager to make application through the Oregon Transportation Commission for funds to install traffic signals at the following intersection:

State Street and Foothills Road

READ AND ADOPTED this 19th day of February, 1974.

Mayor

ATTEST:

City Recorder

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COUNTY & CITY SECTION
FEB 22 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date January 1974

Name of City City of Lake Oswego
Major Street Name State Street - State Highway 43
Section Name _____

Location of Project (Attach sketch map) Length _____
On Which System? Primary I _____ Primary II X or Secondary _____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? Yes Date PLAN approved: August 13, 1971; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? _____ (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes
Explain State Street - State Highway 43

General description of proposed project: Intersection Signalization

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: State Street & Foothills Road

2. Type: a. Traffic Control _____
   1. Pretimed X
   2. Traffic-actuated
      (a.) Full traffic-actuated _____
      (b.) Semi-traffic-actuated _____
      (c.) Volume density-actuated _____
      (d.) Pedestrian actuated _____

   b. Flashing Beacon _____

Footnotes:

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☐ UPE ☑ CE ☐ RE ☐ RPE ☐

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(rev. 12-70)

c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two X
   b. Three X
   c. Multiple _____

NOTE: Number of Phases has not been determined.

4. Is interconnection for coordination necessary? Yes Remarks: ___

If so, by cable or leased telephone line? Cable

5. Type of Suspension:
   a. Mast Arm X
   b. Span Wire X
   c. Signal Bridge _____

6. Paint Color Desired: _____

7. Present Signalization: None

8. Other Remarks: _____

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: _____

2. Type: a. Mercury Vapor _____
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II _____
   c. III _____
   d. IV _____
   e. V _____

Footnotes:

4. Luminaire Wattage:
   a. 175 _____
   b. 250 _____
   c. 400 _____
   d. 700 _____
   e. 1000 _____

5. Luminaire Spacing: _____

6. Maintained Intensity: _____

7. Uniformity Ratio: _____

8. Proposed Mounting Height:
   a. 30 ft. _____
   b. 40 ft. _____
   c. 45 ft. _____
   d. 50 ft. _____

9. Pole Type:
   a. Wood _____
   b. Steel _____
   c. Aluminum _____

10. Operating Voltage:
   a. 120 _____
   b. 240 _____
   c. 480 _____
   d. Series _____

11. Type of Wiring:
   a. Overhead _____
   b. Underground _____

12. Present Illumination: _____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: _____

2. Desired Work: _____

3. Typical Cross Section: _____

4. Curbs? _____ If so, a. Type Desired: (Standard, monolithic, rolled, or special) _____
   b. Exposure _____ inches
   c. Width between curbs _____ ft.
   d. Desired curb radius _____ ft.

5. Surfacing: A.C._____ P.C.C. _____ Oil _____ Other _____

6. Present Typical Cross Section and Surfacing: _____

7. Traffic Control Signing:
   a. By City at City Expense?_____
   b. By State at City Expense?_____
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   a. By City at City Expense?_____
   b. By State at City Expense? _____
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length _____ft.
   b. Width _____ft.
   c. Type _____
   d. Location: _____

Footnotes:

IV. STRUCTURE DATA:

1. Location: _____
_____
_____

2. Desired Work: _____
_____
_____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____
_____

7. Is a particular type of structure and design desired? _____
Explain: _____
_____
_____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____
Width _____ ft.
d. Shoulders: Type _____
Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____
(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 80 ft.
   a. Maximum: 80 ft.
   b. Minimum: 60 ft.

2. Will additional right-of-way be needed? No Explain: _____

3. Shall State prepare right-of-way descriptions? NA

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: _____

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: _____

8. Are utilities on existing right-of-way by? Permit See Attached or Franchise _____ (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner _____, and dates between which water can be turned off:
   From _____ To _____ Location: _____

10. Are there any railroad crossings? No Location: _____

Footnotes:

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(rev. 12-70)

LIST OF UTILITIES

OWNER	TYPE	LOCATION	FRANCHISE OR PERMIT
Southern Pacific Railroad	Overhead Elect.	See Design Map	Franchise
Northwest Natural Gas	Gas Lines & Valves	See Design Map	Franchise
Bell Telephone	Underground Cable	See Design Map	Franchise
Portland General Electric	Overhead Power Street Lights	See Design Map	Franchise
City of Lake Oswego	Water Lines & Valves Sanitary Sewer Lines Storm Sewer Lines	See Design Map	

a. Name of Railroad _____

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____
(1.) Does City wish State to prepare P.U.C. hearing data? _____
(2.) Will P.U.C. application be made by? State _____
City _____
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 22,000
(Federal + State + City)

2. Estimated Cost of Requested Project $ 24,000

3. Date Match Money is Available: Immediately

4. Will there be any 100% City money? Yes
(Non-participation items)

* 5. Maximum Amount of 100% City Money: $500.00

* Footnotes: The City of Lake Oswego will finance engineering design with 100% City money and any additional money that the project may require beyond the topics allocation.

VII. GENERAL INFORMATION

1. **Areawide TOPICS Plan Status:** Part of the approved Type II System of the Portland Urbanized Area (CRAG)

2. **Existing Conditions Necessitating This Proposed TOPICS Project:**
   1. Lack of adequate safe gaps to accommodate the number of vehicles entering State Street or making left turns onto Foothills Road.
   2. A Police Officer must direct traffic during peak hours.

3. **This Project Would Accomplish the Following:**
   1. Eliminate the need for the part-time Police Officer.
   2. Allow for safer movements within the intersection.
   3. Eliminate the extensive intersection delay by providing the necessary traffic gaps.

This application is not complete unless a sketch map showing the location of the project is attached.

The Lake Oswego City Council on the 19th day of February, 1974, adopted Resolution No. R-74-21 or Ordinance No. --, as the case may be, requesting this TOPICS project.

By Marilyn DeHaven

By Dennis L. Craig

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FEB 22 1974
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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

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(rev. 12-70)

CITY OF LAKE OSWEGO
Traffic Signal Warrant Comparison

LOCATION: State St @ Foothills Rd.

Item	Observed Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St. - Max. 8 hrs. (Total of both approaches)	1593	600
Average Hourly Minor St. Volume - Same 8 hrs. (Highest hourly volumes from either approach)	53	150
Interruption of Continuous Traffic Warrant:		
Average Hourly Volume on Major St. - Max. 8 hrs. (Total of both approaches)	1593	900
Average Hourly Minor St. Volumes - Same 8 hrs. (Highest hourly volumes from either approach)	53	75
Mimimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St. - Max. 8 hrs. (Total of both approaches)	1593	600
Average Hourly Ped. Vol. across Maj. St. - Same 8 hrs. (Highest volume crosswalk)	—	—
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)	2	5

REMARKS:

CITY OF LAKE OSWEGO

TRAFFIC ENGINEERING DIVISION

TWENTY FOUR HOUR VEHICULAR VOLUME

DATE March 22, 1973

DAY OF WEEK THURSDAY

ACTUAL COUNT (VEH.) 6 HRS.

HOURS COUNTED 7:15A - 8:15A

PEDESTRIAN COUNT 6 HRS.

HOURS COUNTED 7:15A - 8:15A

WEATHER Sun & Overcast

CITY OF Lake Oswego

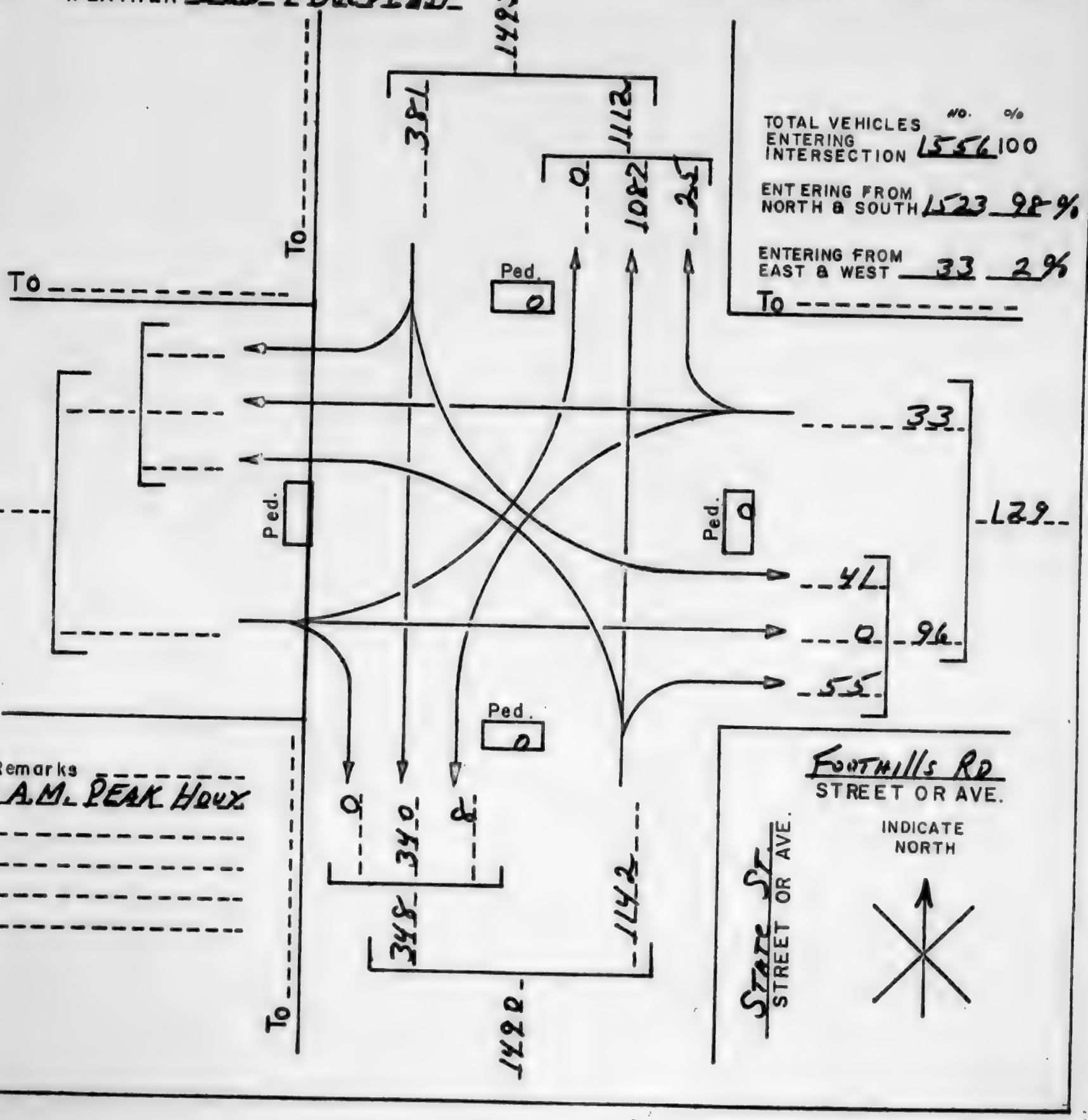
INTERSECTION OF State St

AND Foothills Rd

STATION NO.

CODE NO.

CLASSIFICATION



	NO.	%
TOTAL VEHICLES ENTERING INTERSECTION	1556	100
ENTERING FROM NORTH & SOUTH	1523	98%
ENTERING FROM EAST & WEST	33	2%

To

Remarks

A.M. PEAK HOUR

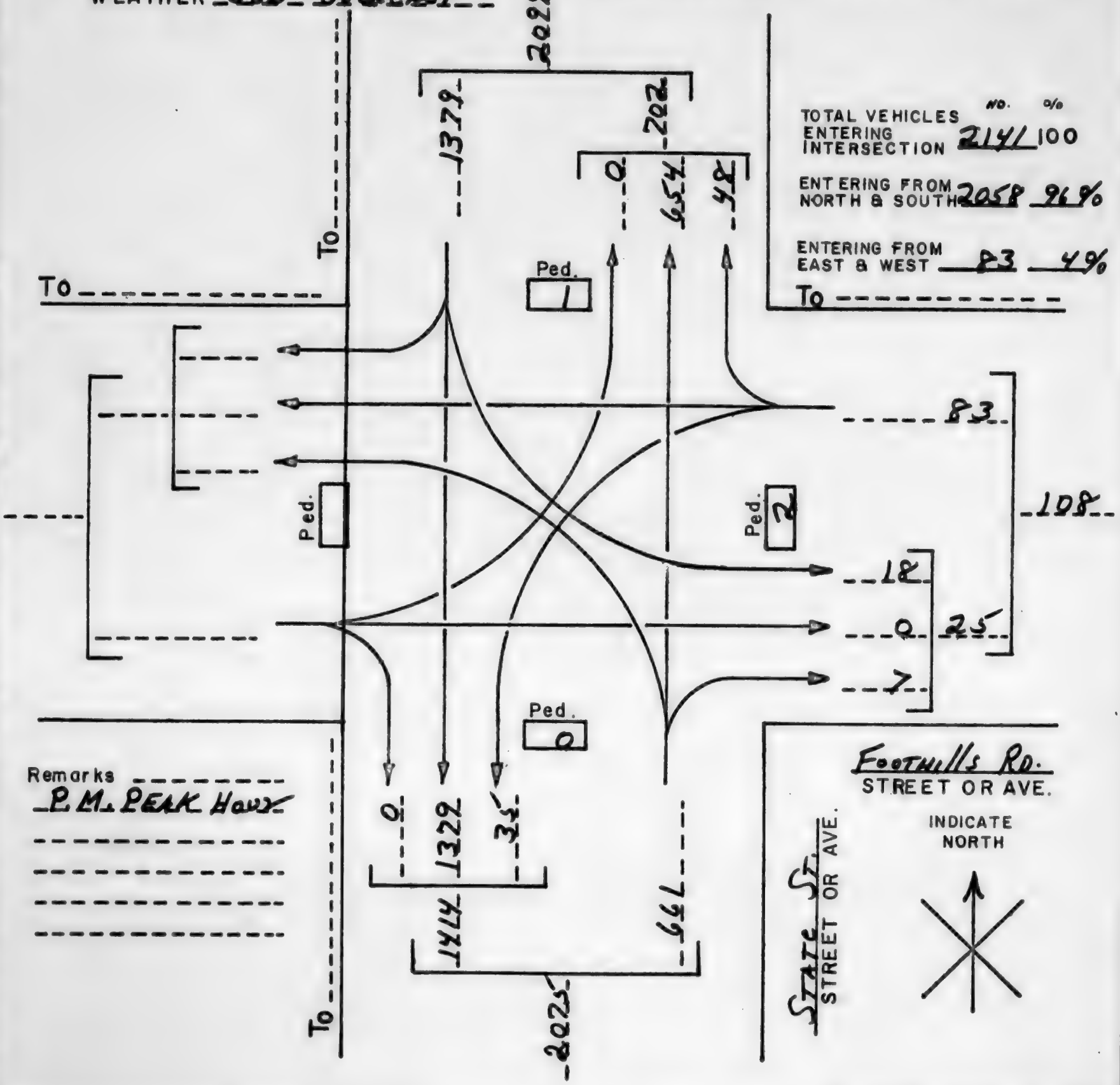
CITY OF LAKE OSWEGO

TRAFFIC ENGINEERING DIVISION

TWENTY FOUR HOUR VEHICULAR VOLUME

DATE _MARCH 22, 1973_
DAY OF WEEK _THURSDAY_
ACTUAL COUNT (VEH.) _1_ HRS.
HOURS COUNTED 4:30 PM - 5:30 PM
PEDESTRIAN COUNT _1_ HRS.
HOURS COUNTED 4:30 PM - 5:30 PM
WEATHER _SUN - OVERCAST_

CITY OF _LAKE OSWEGO_
INTERSECTION OF _STATE ST._
AND _FOOTHILLS RD._
STATION NO. _____
CODE NO. _____
CLASSIFICATION _____



	NO.	%
TOTAL VEHICLES ENTERING INTERSECTION	2141	100
ENTERING FROM NORTH & SOUTH	2058	96%
ENTERING FROM EAST & WEST	83	4%

To _____

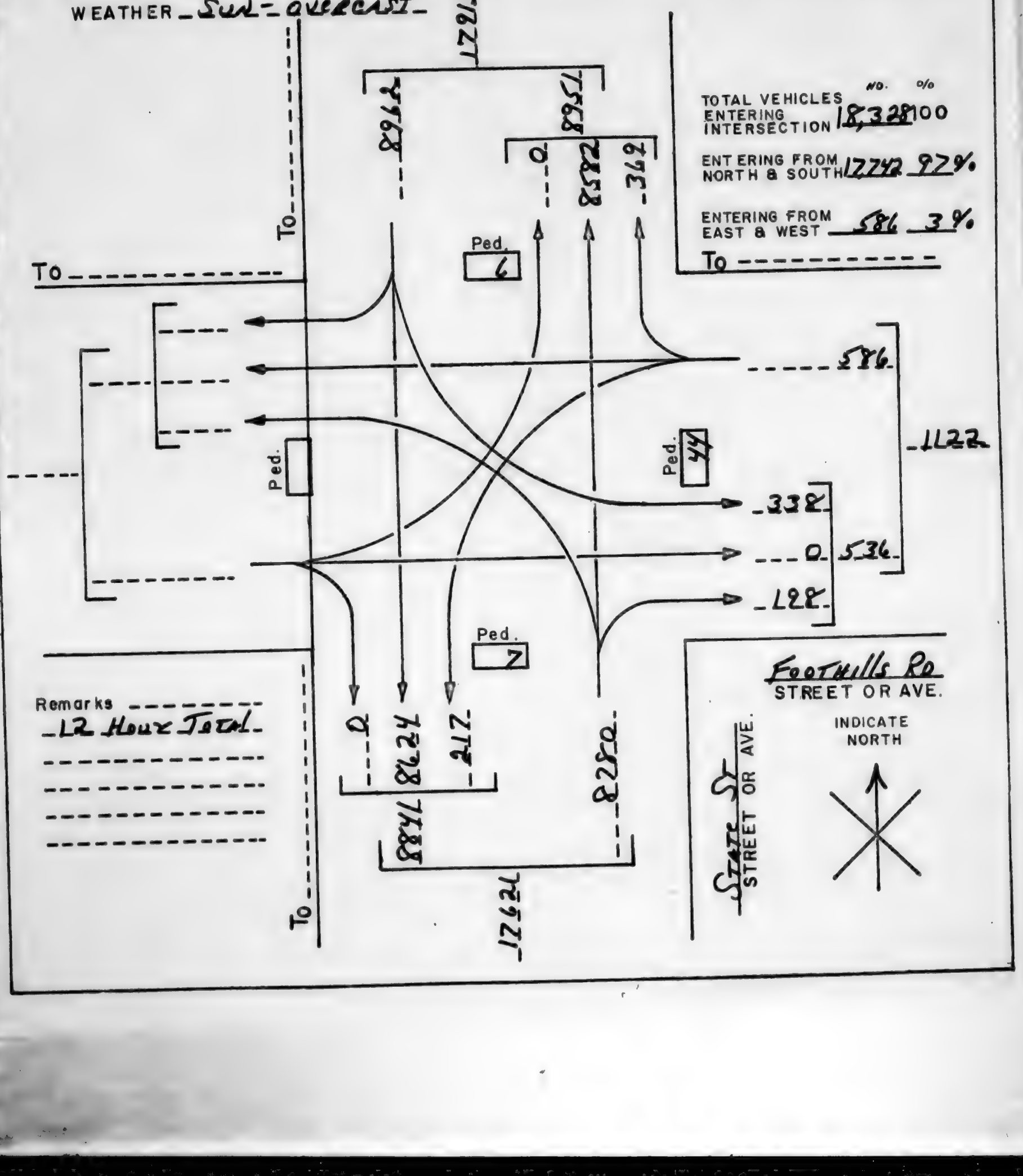
CITY OF LAKE OSWEGO

TRAFFIC ENGINEERING DIVISION

TWENTY FOUR HOUR VEHICULAR VOLUME

DATE MARCH 22, 1973
DAY OF WEEK THURSDAY
ACTUAL COUNT (VEH.) 12 HRS.
HOURS COUNTED 7AM-7PM
PEDESTRIAN COUNT 12 HRS.
HOURS COUNTED 7AM-7PM
WEATHER SUN-OVERCAST

CITY OF LAKE OSWEGO
INTERSECTION OF STATE ST
AND FOOTHILLS RD
STATION NO.
CODE NO.
CLASSIFICATION



	NO.	%
TOTAL VEHICLES ENTERING INTERSECTION	18,328	100
ENTERING FROM NORTH & SOUTH	17742	97%
ENTERING FROM EAST & WEST	586	3%
To		

CITY OF LAKE OSWEGO

TRAFFIC ENGINEERING DIVISION

TWENTY FOUR HOUR VEHICULAR VOLUME

DATE March 22, 1973

DAY OF WEEK Thursday

ACTUAL COUNT (VEH.) 12 HRS.

HOURS COUNTED 7AM-2PM

PEDESTRIAN COUNT ____ HRS.

HOURS COUNTED ____

WEATHER ____

CITY OF Lake Oswego

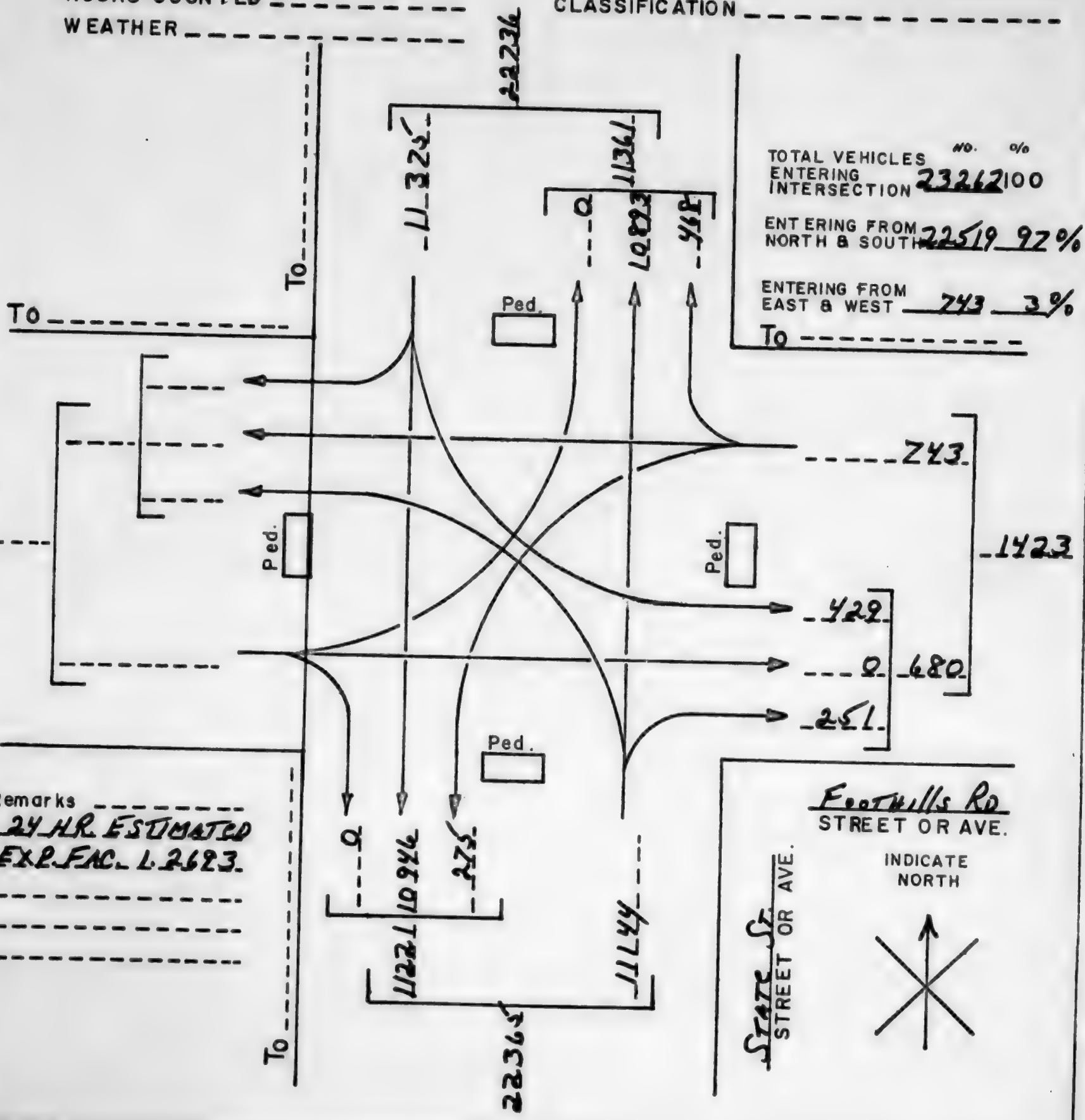
INTERSECTION OF State St

AND Foothills Rd

STATION NO. ____

CODE NO. ____

CLASSIFICATION ____



TOTAL VEHICLES ENTERING INTERSECTION	NO. 23262	% 100
ENTERING FROM NORTH & SOUTH	22519	97%
ENTERING FROM EAST & WEST	743	3%

To ____

Remarks ____

24 HR. ESTIMATED

EXP. FAC. 1.2623

N

OVERHEAD R.R CABLE

MAIL DROP BOXES

C.B

STORM SEWER

Pole

W.M

C.B

R.R. DROP ARM

R.R FLASHERS

OVERHEAD R.R CABLE

R.R TRACKS

OVERHEAD

R.R FLASHERS

R.R DROP ARM

STORM SEWER

C.B

Pole

Pole

SIDE WALK

W.V

R.R DEPOT

1'

44'

11'

13'

PROP LINE

CITY OF LAKE OSWEGO OREGON

DEPARTMENT OF PUBLIC WORKS

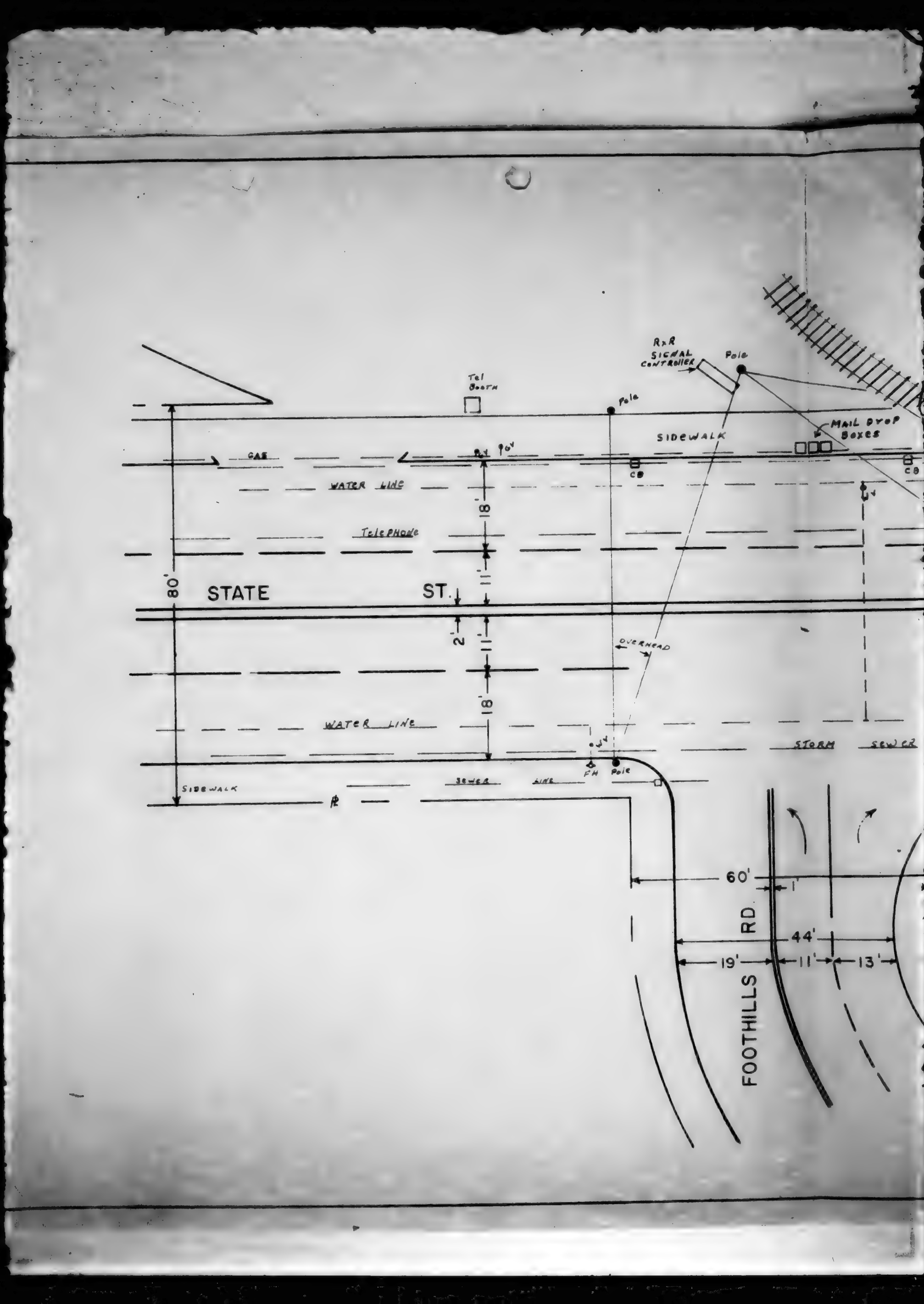
ENGINEERING DIVISION

INTERSECTION OF STATE ST. & FOOTHILLS RD.

EMB

11-73

1" = 20'


R x R
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CONTROLLER
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MAIL DROP
BOXES
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CB
WATER LINE
18"
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80'
STATE
ST.
2'
OVERHEAD
18"
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STORM
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FH
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SEWER
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1'
RD
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19'
11'
13'
FOOTHILLS

N

MAIL DROP BOXES

OVERHEAD R.R. CABLE

Pole

W.M.

R.R. FLASHERS

STORM SEWER

C.B.

R.R. DROP ARM

17M 12-8-72
10:21 PM

R.R. TRACKS

Pole

Pole

SIDE WALK

W.V.

R.R. DEPOT

1'

4'

11'

13'

STOP LINE

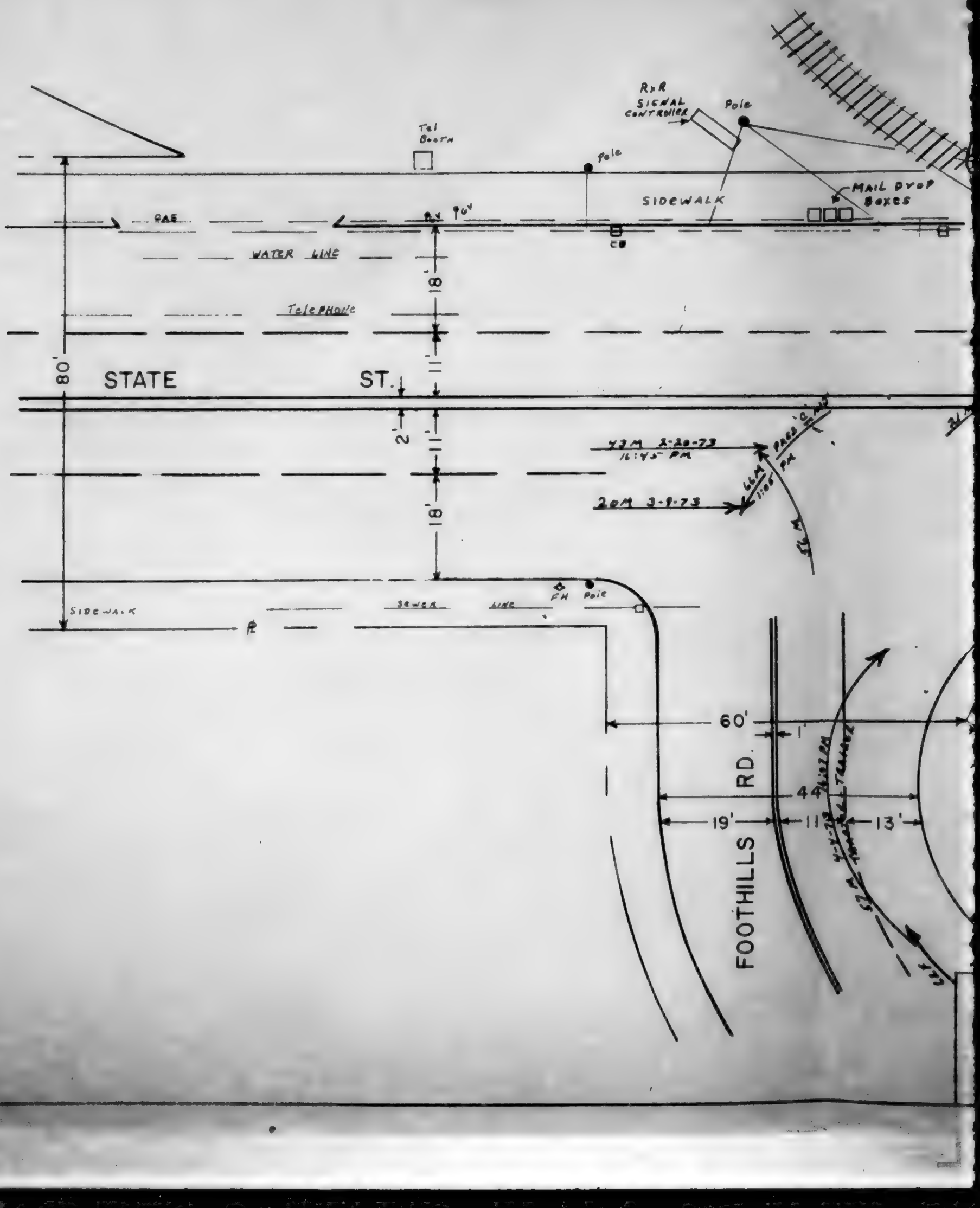
ACCIDENTS LAST 12 MONTHS 11-16-73

CITY OF LAKE OSWEGO
OREGON

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

INTERSECTION OF
STATE ST. & FOOTHILLS RD.

EMB 11-73
1" = 20'


R&R SIGNAL CONTROLLER
Pole
Tel Booth
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SIDEWALK
MAIL DROP BOXES
GAS
CB
WATER LINE
8"
TELEPHONE
80'
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2'
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43M 2-28-73 16:45 PM
PASS 0' PM
LGM 1:05
20M 3-9-73
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SEWER LINE
FH
Pole
60'
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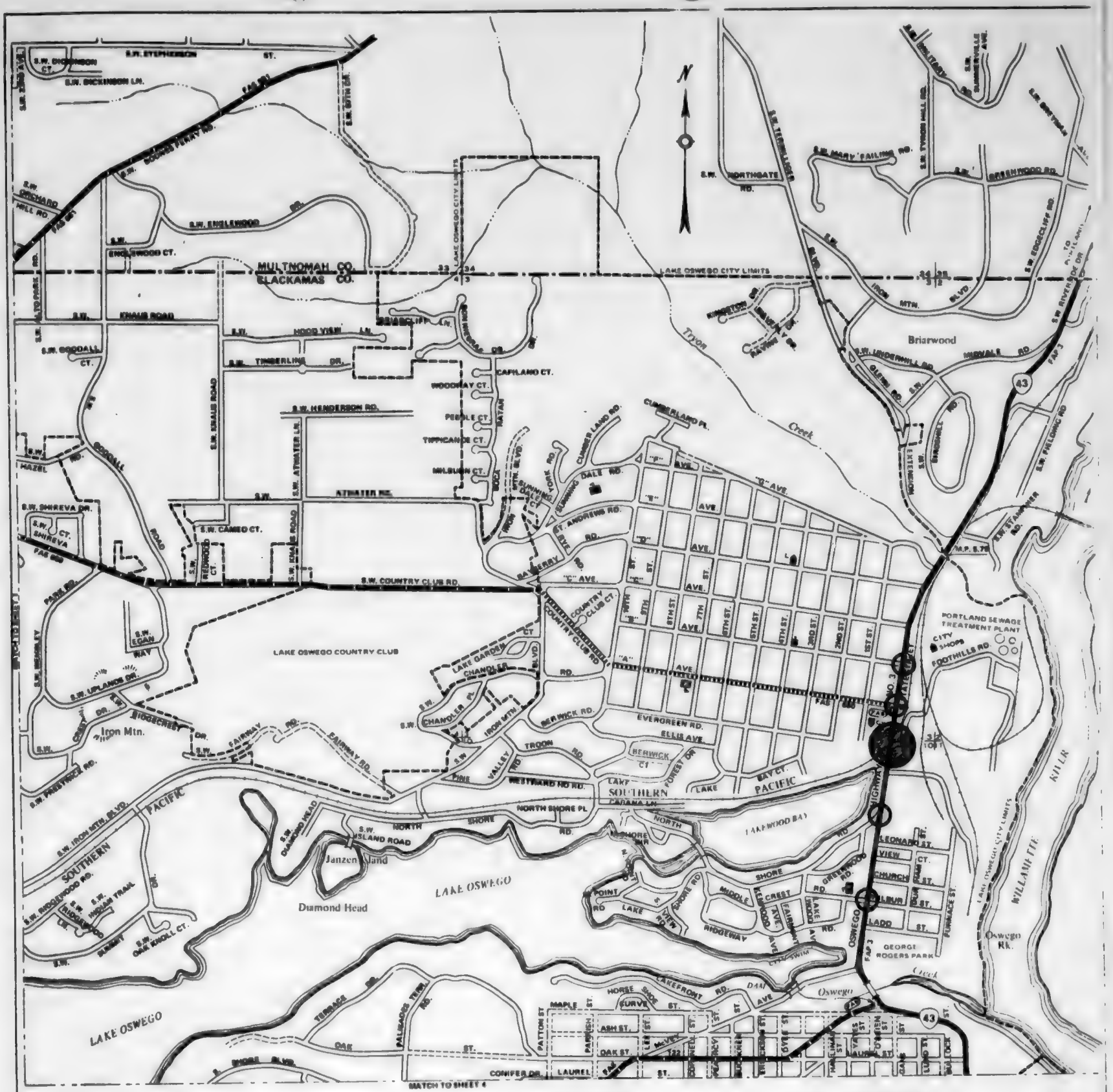
FOOTHILLS RD.
4
19'
11'
13'


MULTNOMAH CO.
CLACKAMAS CO.
LAKE OSWEGO CITY LIMITS
S.W. KRUSE WAY
S.W. COUNTRY CLUB RD.
S.W. KRUSE ROAD
S.W. BOONES FERRY RD.
S.W. ENGLEWOOD RD.
S.W. KNAUS ROAD
S.W. HENDERSON RD.
S.W. ATHEY CREEK DR.
S.W. TIMBERLINE DR.
S.W. HOOD VIEW LN.
S.W. ATHEY CREEK LN.
S.W. ATHEY RD.
S.W. CAMEO CT.
S.W. SHIREVA DR.
S.W. HAZEL RD.
S.W. DOGWOOD CT.
S.W. ENGLEWOOD CT.
S.W. DICKINSON CT.
S.W. DICKINSON LN.
S.W. ORCHARD HILL RD.
S.W. 65TH AVE.
S.W. 67TH DR.
S.W. 72ND AVE.
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S.W. 243RD AVE.
S.W.

Z106

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 21, 1974

Mr. Glen L. Green
Oregon Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

NOTED
E. S. HUNTER

Attention Mr. W. N. Bryant

Re: Proposed TOPICS Project
City of Lake Oswego

Dear Mr. Green:

Attached is a request for a traffic signal installation in the City of Lake Oswego.

The minimum warrants are not met for such an installation; however, the City feels that a signal is needed here due to the number of large trucks (30 to 40% of total) using Foothills Road and because a police officer is required to direct traffic during peak hours.

The City Council has asked that this project receive top priority.

Please review the proposal and comment on its acceptability as a TOPICS project.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt
Att.

cc: E. S. Hunter
L. H. Young
E. L. Hardt, w/att.

RECEIVED
FEB 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-90

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
SALEM, OR 97310

DATE February 19, 1974

TO COUNTY-CITY SECTION
Attention: Dick Bladorn

FROM L. E. George
Traffic Engineer

SUBJECT Proposed TOPICS Projects
State Street @ Foothills Road
"A" Avenue @ 10th Street
City of Lake Oswego

RECEIVED
COUNTY & CITY SECTION
FEB 20 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

The data submitted to us regarding the requests for traffic signal installations at the subject intersections does not indicate that traffic signals are warranted.

Past experience has shown that the FHWA will not approve signal installations under the TOPICS program where signals do not meet the warrants.

RDT:pb

2-21-74 - Phoned [illegible] re. They feel State's foothills project is needed even though minimum warrants are not met. 30-40% of foothills traffic is heavy trucks (Redimix - Sawdust, etc) and a police officer is required to direct traffic during peak hours.

City of Lake Oswego

January 31, 1974

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

ATTENTION: Mr. Richard Bladorn, Urban Program Engineer

Re: TOPICS Fund Use Deadline

Dear Richard:

The City of Lake Oswego will be presenting two proposed TOPICS projects for your review, both of which slightly exceed our remaining TOPICS allocation of approximately $22,000. Any approved project which exceeds the $22,000 figure will not be a problem for the City as we have ample funds budgeted for this purpose.

The two applications are fully complete and simply await Committee of The Whole review and subsequent approval by Council on February 19th. We would expect to forward the request to you shortly thereafter, indicating which project we feel should be top priority.

Yours truly,

MARLIN J. DE HAAS, P.E.
Director of Public Works

md
cc: W.O. 4648
W.O. 4705

RECEIVED
COUNTY & CITY SECTION
FEB 1 - 1974
☑ ENGR. ☐ COOR. ☑ OE ☑ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

Mr. Marlin J. DeHaas
Public Works Director
City Hall
Lake Oswego, Oregon 97034

January 30, 1974

Re: TOPICS Fund Use Deadline

Dear Marlin,

On October 9, 1973 a letter was sent to you in regard to a March 1, 1974 deadline for use of your remaining Federal Aid TOPICS funds. This letter is intended to again bring this deadline to your attention.

At the present time the City of Lake Oswego has a remaining balance of approximately $17,000 of Federal funds. When matched with City and State funds, this amount would allow for a potential project of approximately $22,000.

Your earliest response as to your intended use of non-use of these funds would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt

bc: R. L. Schroeder
L. W. Rulien

ENGR. ☐ ASST. ☐ DE ☑ AE ☐ CE
☑ UPE ☐ CE ☐ RE ☐ ☐

8166

OREGON STATE HIGHWAY DIVISION

December 14, 1973

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

Mr. Norman Croy
Assistant City Manager
City of Lake Oswego
City Hall
Lake Oswego, OR 97034

NOTED
E. S. HUNTER

Dear Mr. Croy:

We have concluded the investigation that you requested, to determine if traffic signals should be installed at State Street and Foothills Road in the City of Lake Oswego. Using the data that you supplied, we find that this intersection does not meet the prescribed warrants as set forth in the Manual on Uniform Traffic Control Devices. These are nationally accepted warrants, and have been adopted by the Oregon Transportation Commission. As you know, warrants take into consideration traffic volumes, pedestrian volumes, and the past accident experience.

As was mentioned in my November 28 letter, the demands for the installation of traffic signals go far beyond available funds. We have quite a backlog of intersections which meet the prescribed warrants. We, therefore, cannot recommend the installation of a signal at the intersection of State Street and Foothills Road, where the warrants are not met.

Very truly yours,

L. E. George
Traffic Engineer

RDT:pb

bc: E. S. Hunter
L. W. Rullen

RECEIVED
DEC 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form E-123

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: December 7, 1973

To: L. E. GEORGE
Traffic Engineer

FROM: RONALD W. FAILMEZGER
Regional Traffic Engineer

SUBJECT: SIGNAL WARRANTS
Oswego Hwy. at Foothills Road
City of Lake Oswego
ORE 43 Highway No. 3
MP 6.21

The hourly count data was obtained from the City of Lake Oswego and has been run through the normal traffic signal warrants. The side street volumes fall far short of the minimum requirements. The highway traffic volumes are extremely high.

This location fits quite nicely into the existing progressive system on State Street. As stated in the city's letter, there is now a police officer who attempts to direct traffic. Part of his service is to provide a break in northbound traffic for left turners from State Street. A 2-phase traffic signal will not provide this service. The city might find it desirable for a 2-phase controller with an overlap left turn. This feature may make it more difficult to fit in the progressive system.

The railroad crossing at close proximity to Foothills Road would need to be considered as part of any traffic signal installation at this location.

RWF/pw/b
att
cc L. W. Rulien

RECEIVED
DEC 12 1973
TRAFFIC ENGINEERING

8106

OREGON STATE HIGHWAY DIVISION

November 28, 1973

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

Mr. Norman Croy
Assistant City Manager
City of Lake Oswego
City Hall
Lake Oswego, Oregon 97034

NOTED
E. S. HUNTER

Dear Mr. Croy:

This will acknowledge your November 20 letter, in which you requested a traffic signal installation at State Street and Foothills Road in the City of Lake Oswego. We will proceed with our investigation.

The Highway Division has many intersections on a statewide basis which warrant signalization, but funds are not available to install signals at them all. We have, therefore, prioritized these locations based on vehicular traffic, pedestrian traffic and past accident experience. As funds become available, those intersections needing improvement the most will be selected from the priority listing.

If our investigation discloses that signals are warranted at this location, we will add it to our priority list. We will advise you of our findings.

Very truly yours,

L. E. George
Traffic Engineer

RDT:pb/ds

bc: E. S. Hunter
L. W. Rullen - Please conduct normal traffic signal warrant study.

RECEIVED
NOV 29 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form E-123

City of Lake Oswego

November 20, 1973

Mr. L. E. George
Traffic Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. George:

We are furnishing information for your consideration in sharing the installation costs on a fifty-fifty basis for a traffic signal at the intersection of State Street and Foothills Road.

This signal will fit into the present signal timing and is needed to eliminate the police officer who must stop traffic on State Street to enable the traffic from Foothills Road to enter during its peak periods.

We feel that in the interest of traffic safety, a signal at this location is urgently needed.

Very truly yours,

Norman L. Croy

NORMAN CROY,
Assistant City Manager

MJD/pl
cc: Signals File
Encls. Location Map
Intersection Diagram
Turning Movement Counts
Signal Warrant
Traffic Accident Diagram

RECEIVED
NOV 23 1973
TRAFFIC ENGINEER

8107 Cascadia St. Pk. E of Sweet 1975
Home on So. Santiam Hwy.
(Grading, paving & facilities)

8107

4B

September 19, 1975

Safeco Insurance Co.
1500 SW First Ave.
Portland, OR 97201

Gentlemen:

On September 18, 1975, we wrote to you concerning release of final payment on Contract No. 8107 awarded to Elliott & Elliott Construction Co., Inc. for work in Cascadia State Park of the South Santiam Highway in Linn County.

Final payment on this contract is $4,039.97 and the total contract amount is $80,844. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Elliott & Elliott Construction Co., Inc.
9610 State Street
Salem, OR 97301

bc: C. T. Kaasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8107

FORM 81-734-9001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Cascadia State Park	WEEK ENDING: August 2, 1975
		SECTION PREFIX: 22-3311
	HIGHWAY: South Santiam	COUNTY: Linn
NAME OF JOB: Cascadia State Park	KIND OF WORK: Grading, Paving & Facilities	
CONTRACTOR: Elliott & Elliott Const. Co.	CONTRACT NUMBER: 8107	FEDERAL AID PROJECT NUMBER: BOR 41-00627
DATE OF CONTRACT: February 5, 1975	DATE WORK STARTED: February 17, 1975	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 1 (6)	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 88,730.52	SPECIFIED COMPLETION DATE: July 31, 1975	PERCENT OF TIME ELAPSED: 101%
EXCLUSIVE OF ENGINEERING: $ 80,981.13	ENGINEERING AUTHORIZATION $ 7,749.39	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 78,398.59	ENGINEERING COST TO DATE $ 8,779.50	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3.2%	PERCENT OF AUTHORIZATION 113%	DATE PROJECT WAS COMPLETED: July 31, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 - loader, 1 - backhoe, 3 - trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16190 Bldg.							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 27	Fair			
MONDAY 28	Overcast, Rain			
TUESDAY 29	Cloudy			
WEDNESDAY 30	Cloudy			
THURSDAY 31	Fair			
FRIDAY 1	Fair			
SATURDAY 2				

Routing

Keasey — Richards
Bond — Glenn
Jackmond — Berg
Harwood
Johnsen
Walker

RECEIVED
AUG 4 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No Activity
MONDAY	Plumber and electrician conducted small item work.
TUESDAY	Plumber and electrician continued small item work.
WEDNESDAY	Cordel Corp. tore down old toilet facility and commenced delivering and placing top soil at project site.
THURSDAY	Cordel completed delivering and placing top soil at project site. Project completed today, July 31, 1975.
FRIDAY	
SATURDAY	

REMARKS

Final inspection of project was conducted Friday, August 1, 1975 at 2:00 P.M. Anticipate miscellaneous small work items will require completion.

SIGNED Robert Stenerson LOCATION Albany

Robert Stenerson, Asst. Res. Engr.
for J. M. Martin, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8107

FORM 81 734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

January 6, 1975

FROM: Gary A. Scott GAS
State Recreation Director

SUBJECT: Status Report
B.O.R. funded projects

TO: Ed Hunter
Asst. State Highway Engineer

As of this date, the following projects have been submitted to and approved by the Bureau of Outdoor Recreation:

Letting Date	BOR Number	BOR Funds	Project Name
11-21-74	41-00650	$52,000	L & C Law School - Tryon Creek State Park Bikeway
12-19-74	41-00629	35,000	Honeyman SP Utility Building
2-27-75	41-00636	62,500	Nestucca Spit SP Day Use Area
2-27-75	41-00627	37,500	Cascadia SP Day Use Area
4th Qtr. 75	41-00615	63,750	Cottage Grove Bike Trail
Not on list	41-00628	32,652.65	Smelt Sands Day Use Area

The B.O.R. fund amounts shown are normally 50% of the estimated total cost but may be less than 50% in some cases. The letting dates are according to the schedule of December 5, 1974.

GAS:bs

cc: L. W. Rulien
V. D. Wolfe
J. H. Versteeg

NOTED
E. S. HUNTER

RECEIVED
JAN 6 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTIFICATION OF GRANT-IN-AID ACTION

Do Not Use This Space

1. STATE APPLICATION IDENTIFIER: 7405 2 720

2. *(Reserved for use by State central information reception agency)*

3. GRANTOR: a. Federal agency: Department of the Interior

b. Organizational unit: Bureau of Outdoor Recreation

c. Administering office — (1) Name: Northwest Region

(2) Address — Street or P.O. Box: 1000 Second Avenue | City: Seattle | State: Washington | Zip Code: 98104

4. FEDERAL AGENCY GRANT IDENTIFIER: a. Code: 41-00627 | b. Title: Cascadia State Park Development

c. Purpose: To construct a restroom and enlarge the existing parking lot at Cascadia State Park

5. GRANTEE: a. Name: Oregon State Highway Division

b. Address — Street or P.O. Box: 305 State Highway Building | City: Salem | State: Oregon | Zip Code: 97310

6. GRANTEE TYPE *(Check only the single most applicable box)*

a. State	b. Inter-state	c. County	d. City	e. School district	f. Special unit	g. Community action	h. Sponsored organization	i. Other
[X]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

7. APPLICATION RECEIPT DATE Year	Month	Day	8. ACTION DATE Year	Month	Day	9. EFFECTIVE STARTING DATE Year	Month	Day	10. ENDING DATE Year	Month	Day
74	06	20	74	06	26	74	06	26	76	12	31

11. TYPE OF ACTION *(Check as many boxes as apply to this action)*

a. New grant	b. Continuation grant	c. Supplemental grant *(identify agency in item 16)*	d. Change in existing grant (1) Increase in duration	(2) Decrease in duration	(3) Cancellation	(4) Increase($)	(5) Decrease($)
[X]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

12. AMOUNT OF CONTRIBUTION

a. Federal — (1) basic	(2) Supplemental	b. State	c. Local	d. Other
$37,500	$	$37,500	$	$

13. CATALOG OF FEDERAL DOMESTIC ASSISTANCE PROGRAM *(if none, clarify in item 16)*: a. Program Number: 15.400 | b. Supplemental Program Number:

14. AUTHORIZATION

	PL	Title	Sec.
a. Federal Budget Accounts	10-16-5005-0-2-405		
b. Public Laws	P.L. 88-578, Sec. 5		
c. U.S. Code	16 USC 460l - 4		

15. FACILITY LOCATION: *(For facility grant actions only)*

a. City: Approx. 14 miles east of Sweet Home on U.S. Hwy. 20 | b. County: Linn

RECEIVED
JUL 17 1974
STATE PARKS
RECREATION SECTION

16. REMARKS

State Liaison Officer:
Mr. David G. Talbot
State Parks Superintendent
300 State Highway Building
Salem, Oregon 97310

State Liaison Officer is the local contact

503/378-6305

SF-240 prepared by:
Glenn D. Baker
206-442-4720

STANDARD FORM 240
June 1970 Bureau of the Budget Circular A-98
240-101

BOR 8-92

Exhibit A

UNITED STATES DEPARTMENT OF THE INTERIOR
Bureau of Outdoor Recreation
Land and Water Conservation Fund Project Agreement

State Oregon (Linn County)	Project Number 41-00627 (O.P. 822)
Project Title Cascadia State Park Development	
Project Period Date of Approval to 12-31-76	

Project Scope (Description of Project)

This proposed project will increase the useability of an existing 258 acre State Park by doubling the size of the parking lot and replacing a small deteriorated restroom with a new larger capacity facility with a new septic tank and drain field. The existing park is located 14 miles east of Sweet Home in the forested foothills of the Cascade Mountains.

41-043-0000
OR-Linn-N/A
Project Stage Covered by this Agreement

Not Applicable

Project Cost	
Total Cost	$ 75,000
Fund Support	50 %
Fund Amount	$ 37,500
Cost of this Stage	$ 75,000
Assistance this Stage	$ 37,500

The following attachments are hereby incorporated into this agreement:

1. General Provisions (December 1965)
2. Project Proposal
3. _____
4. _____

BOR 8-92
(Rev. April 1974)

Attachment 1
(Dec. 1965)
Form BOR

The United States of America, represented by the Director, Bureau of Outdoor Recreation, United States Department of the Interior, and the State named above (hereinafter referred to as the State), mutually agree to perform this agreement in accordance with the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964), and with the terms, promises, conditions, plans, specifications, estimates, procedures, project proposals, maps, and assurances attached hereto and hereby made a part hereof.

The United States hereby promises, in consideration of the promises made by the State herein, to obligate to the State the amount of money referred to above, and to tender to the State that portion of the obligation which is required to pay the United States' share of the costs of the above project stage, based upon the above percentage of assistance. The State hereby promises, in consideration of the promises made by the United States herein, to execute the project described above in accordance with the terms of this agreement.

The following special project terms and conditions were added to this agreement before it was signed by the parties hereto: That this agreement is in accord with the approved project proposal which is hereby incorporated by reference.

This agreement is not subject to the provisions of Section B.2(d) of the attached General Provisions, dated December, 1965.

The site for this development was acquired in three parcels in 1941, 1942, and 1946.

Reference to $10,000 in B.2(a), (b), and (c) of the General Provisions is changed to $2,500.

In witness whereof, the parties hereto have executed this agreement as of the date entered below.

THE UNITED STATES OF AMERICA

By E G Allen
(Signature)

acting Reg Dir
(Title)

Bureau of Outdoor Recreation
United States Department of
the Interior

Date 6/26/74

STATE

Oregon
(State)

By Curtis H Baker
(Signature)

Curtis H. Baker
(Name)

Recreation Staff Engineer
(Title)

INT: 4714-74

8107

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 17, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO Executive Department
Federal Aid Coordination Unit

Oregon District 4 Council
of Governments
240 N.W. 6th Street
Corvallis, OR 97330

FROM L. W. Rulien
Project Management Engineer

SUBJECT Notice of Intent for BOR Funds
State Admin. Dist. No. 4
Cascadia State Park
City of Sweet Home
Linn County

In accordance with the requirements of Circular No. A-95 of the Bureau of the Budget of the U.S. Government, attached are Notices of Intent for the subject project for your review and comment.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be June 15, 1974. If additional information is desired, please contact Mr. Walter J. McCallum, phone 378-6596.

Attachments

BLG:pr

cc: E. S. Hunter
D. G. Talbot
W. J. McCallum
J. H. Versteeg
R. E. Royer
J. B. Boyd
H. S. Cox
Gary Potter
B. L. Gifford
R. N. Chase
H. C. Johnson
C. O. Fredrickson

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02	12] APPLICANT: Oregon State Highway Division	45	46] DIVISION: Parks & Recreation			79
03	12] APPLICANT ADDRESS STREET: 305 State Highway Building	45	46] CITY: Salem	60	76] ZIP: 97310	80
04	12] CONTACT PERSON: Walter J. McCallum	45	46] AREA CODE: 503	48 49] PHONE: 378	55 EXTENSION: 6596	59
01	12] PROJECT TITLE: Cascadia State Park (o.p. 822)		District 4			71
11	12] PROJECT LOCATION CITY: Sweet Home	45	46] PROJECT LOCATION COUNTY: Linn			79
05	12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY): This proposed project will further develop an existing State park by					71
06	12] constructing a toilet building and parking lot. The toilet will be					71
07	12] connected to a subsurface drainage system.					71
08	12] This is a State Parks Project.					71
09	12]					71
10	12]					

	FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant 19	20] (B) Other 27	28] (C) State 35	36] (D) Local 43	44] (E) FUNDS 51	52] (F) FUNDS 60
	37,500		37,500			75,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B)	45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)	79
				71
14	12] FEDERAL PROGRAM TITLE: Land & Water Conservation Fund			
15	12] FEDERAL AGENCY NAME: Department of the Interior	45	46] FEDERAL SUB-AGENCY NAME: Bureau of Outdoor Recreation	79

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN?						(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
STATE		REGIONAL		LOCAL							
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34	[X] 35	[ ] 36	[X] 37	[ ] 38	[ ] 39	[X] 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH: June 42] 43] DAY: 15 44] 45] YEAR: 1974 46]

ADDITIONAL INFORMATION – ALL APPLICANTS

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 15.400 P.L.88.578 (78 STAT 897)

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: May 17, 1974

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: May 17, 1974

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway - (Parks Div.)

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) SCORP 3rd Edition Section II.F.2 1969

SCORP Supplements & Revisions Standards & Needs Sec. 1972

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s) 4

(b) State Representative District(s) Number(s) 55

(c) State Senatorial District(s) Number(s) 28

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☒ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$ State Highway	$

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	% 50 $ 37,500	% 50 $ 37,500	% 100 $ 75,000
Second Year	% $	% $	% $
Third Year	% $	% $	% $

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☒ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☒

REMARKS

CASCADIA REST Room
OP 822

R3E R4E R5E

T13S

T14S

T15S

GREEN PETER RES.

WILLAMETTE NATIONAL FOREST

Cascadia

Upper Soda

Bloody Point

Rooster Rock El. 3,567

Moose Mtn.

Harter Mtn.

Iron Mtn.

Tombstone Pass

Jumpoff Joe Mtn

Gordon Mdws

Soapgrass Mtn

Gordon Lakes

Two Girls El. 4,828

Twin Buttes El. 4,312

Squaw Mtn

Swamp Mtn El. 4,470

Pipe Rock

Tidbits Mtn El. 5,185

Quentin Knob

Wolf Rock El. 4,

Green Mtn. El. 4,566

Doe Mtn.

Gold Hill

Calapooia

Treadwell

Ridge

Canyon

Creek

River

Fork

Cr.

LANE COUNTY

R3E R4E R5E

8108 Benson Ck. Int.-Olds Ferry 1975
Int., Old Oreg. Trail
(Grade, pave, barrier & signing)

8108

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 289		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Malheur
MODIFICATION NUMBER 1	2-11-77	Project Number I-80N-8(30)351

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 20, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 935,371	$ 957,000
Federal funds	$ 863,160	$ 883,119
Other revisions		

This modification is made for the following reasons:
To include authorized work by State forces.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of February, 19 77.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
for: G. L. Green

Form FR-2A
(Rev. 10-75)

Previous editions are obsolete

68717

Oregon State Highway Division
Salem, Oregon February 10, 1977

Federal Aid Project
No. I-80N-8(30)351
Safety

Benson Creek Intchge.-Olds Ferry Intchge. Section

Old Oregon Trail Hwy. in Malheur County

Revised Project Agreement Estimate.

Type Code 6201
Pavement Seal (Sta. 55+00 to Sta. 196+56.03)

Subtotal on previous estimate of February 12, 1975		$850,337.90
Additional Approved Item		
SFO 4 Delineate and Protect Scale Site	All Required	10,880.00
	Subtotal	$861,217.90
	Engineering	95,782.10
	TOTAL	$957,000.00

Length of Roadway - - - - - - - - - - - - - - - -	2.682 miles
Cost of Roadway Per Mile- - - - - - - - - - - -	$356,823.26

Federal Funds ----------	$883,119.00
State Funds ----------	73,881.00
TOTAL	$957,000.00

Group 1 - 100%
Contract No. 8108
Prefix: 623-1034

Oregon State Highway Division

Federal-aid Project No.
I-80N-8(30)351 Safety

BENSON CREEK INTCHGE.-OLDS FERRY INTCHGE. SECTION

OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

Salem, Oregon, February 12, 1975

Project Agreement Estimate.

Type Code 6201

Pavement Seal (Sta. 55+00 to Sta. 196+56.03)

Furnishing Field Laboratory	1 only	2,000.00	$ 2,000.00
Mobilization	All Required		10,000.00
Temporary Protection and Direction of Traffic	All Required		12,000.00
Temporary Signs	1,500 sq.ft.	5.00	7,500.00
Oversize Advance Construction Signs	2 only	5,000.00	10,000.00
Flagmen	500 hour	12.50	6,250.00
Removal of Structures and Obstructions	All Required		26,000.00
Embankment in Place	920 cu.yd.	3.00	2,760.00
Trench Excavation	110 cu.yd.	12.50	1,375.00
Finishing Roadbed and Slopes	All Required		5,000.00
Watering	160 M-gal.	5.00	300.00
Aggregate Shoulders	8,200 ton	3.25	26,650.00
Class "B" or Class "C" Asphalt Concrete Mixture	24,500 ton	5.00	122,500.00
Class "C" Asphalt Concrete Mixture in Leveling	8,100 ton	5.60	45,360.00
Class "E" Asphalt Concrete Mixture	6,200 ton	7.00	43,400.00
Asphalt Cement in Mixture	2,550 ton	90.00	229,500.00
Portland Cement Additive in Class "E" Mixture	60 ton	60.00	3,600.00
Asphalt in Tack Coat	28 ton	175.00	4,900.00
8-inch Culvert Pipe	70 lin.ft.	15.80	1,106.00
18-inch Culvert Pipe	310 lin.ft.	18.00	5,580.00
66-inch Nestable Type Culvert Pipe	24 lin.ft.	108.00	2,592.00
Energy Dissipator	2 only	500.00	1,000.00
Concrete Inlets, Type G-1	1 only	450.00	450.00
Concrete Inlets, Type G-2MA	6 only	490.00	2,940.00
Guard Rail, Type 2A	11,100 lin.ft.	7.00	77,700.00
Guard Rail Anchors, Type 1	1 only	350.00	350.00
Guard Rail Anchors, Type 2	6 only	300.00	1,800.00
Rail End Pieces, Type A	4 only	16.00	64.00
Rail End Pieces, Type C	1 only	138.00	138.00

$863,710.00

State Funds $ 72,211

Concrete Barrier	13,087 lin.ft.	12.70	166,204.90
Drainage Curbs	1,000 lin.ft.	2.00	2,000.00
26' Cattle Guard	4 only	4,800.00	19,200.00
Guide Posts	100 only	10.65	1,065.00
Removal of Existing Sign Installation	All Required		80.00
Painted Wood Sign Posts	All Required		1,128.00
Move and Reinstall Existing Signs	All Required		200.00
			$843,192.90

Anticipated Items

Royalty Payments (S.F.)	All Required		$ 3,500.00
Permanent Pavement Striping (S.F.)	All Required		1,000.00
Stage Construction Striping (S.F.)	All Required		1,000.00
Temporary Erosion Control (E.W.)	All Required		2,000.00
On-the-Job Trainee (1 @ $800)	All Required		800.00
Salvage Guard Rail Posts (E.W.)	1,100 only	1.05	(1,155.00)
			$ 7,145.00
	Subtotal		$850,337.90
	Engineering		85,033.10
	Total		$935,371.00

Length of Roadway - - - - - 2.682 miles
Cost of Roadway Per Mile- - $348,758.76

Retained in Program Status

Seeding and Mulching (S.F.)	All Required	$ 600.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Pavement Seal	$935,371.00	$863,160.00	$ 72,211.00
Retained in Program	600.00	550.00	50.00
Totals	$935,971.00	$863,710.00	$ 72,261.00

Group 1 - 100%

Contract No. 8108

Prefix No. 623-1034

BENSON CREEK-OLDS FERRY SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 3,000.00

-8108

15

April 5, 1976

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On April 1, 1976, we wrote to you concerning release of final payment on Contract No. 8108 awarded to Allied Paving Corporation for work on the Benson Creek Interchange-Olds Ferry Interchange Section of the Old Oregon Trail in Malheur County.

Final payment on this contract is $5,000 and the total contract amount is $854,615.96 including $1,811.59 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Allied Paving Corporation
P. O. Box 2468
Idaho Falls, ID 83401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

8108

1-9-76

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-80N-8(30)351

STATE PROJECT NO.: Benson Cr. Int. - Olds.

COUNTY NAME: Ferry Int. Malheur

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.:

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 13 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
1-8-75	11-15-75	Interstate 80N / Primary Route 6

GENERAL LOCATION:

I80N Benson Creek Interchange South 2.7 miles

GENERAL DESCRIPTION OF WORK:

Delineate and protect scale site on project

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~ ~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 12-23-75 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 4 in the amount of $10,880 - Federal Funds $10,040.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-9-76	Engineering Coordinator	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Form 31-151-1105

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8103

APPLYING TO CONTRACT PROJECTS

Order No. 4

Section Bensen Cr. Intchg. - Olds Ferry Intchg. Date December 15, 1975

Highway Old Oregon Trail F.A.P. No. I-80N-8(30)351

County Malheur Parcel 523-1034 Account No. 279-04

Description of Work To Be Done: Delineate and protect scale site located on the project.

APPROVED EFFECTIVE DATE 11-15-75
Contingent upon modification of project agreement if additional funds are required.
BY
TITLE Engineering Coordinator
DATE 1/12/76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Sta. E.B. 123+50 to E.B. 130+35

Estimate of Quantities and Costs:

Labor	$ 4,202.00
Materials	5,266.00
Equipment	812.00
Total	$10,880.00

Explanation: Existing metal median barrier and concrete gore was removed during project construction. No delineation or scalehouse protective device exists, except for pavement striping.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$969,325.44	
Present estimate of project cost, including:		
$ 10,880.00 for work under this order	$941,659.50	
Expected ~~under-run~~ ~~XXXXXX~~ (amount)	$ 27,715.94	
Expected ~~under-run~~ ~~XXXXXX~~ (per cent)	2.86	

Space to right of this line is for use of Salem Office

Submitted by: C. D. Hall, Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For Construction Engineer or Bridge Engineer

Approved: Construction Engineer

8108

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Benson Cr. Intchg. - Olds Ferry Intchg.		WEEK ENDING: December 13, 1975
		SECTION PREFIX: 623-1034
HIGHWAY: Old Oregon Trail		COUNTY: Malheur
NAME OF JOB: Benson Cr. Intchg. - Olds Ferry Intchg	KIND OF WORK: Grading, Paving, Barrier & Signing	
CONTRACTOR: Allied Paving Corp.	CONTRACT NUMBER: 8108	FEDERAL AID PROJECT NUMBER: I-80N-8(30)551
DATE OF CONTRACT: February 7, 1975	DATE WORK STARTED: May 1, 1975	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 225	CALENDAR DAYS USED 230
PROJECT AUTHORIZATION: $969,375.44	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 102
EXCLUSIVE OF ENGINEERING: $892,427.08	ENGINEERING AUTHORIZATION $ 76,598.36	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $860,799.85	Cost th is week 2,500. ENGINEERING COST TO DATE $ 69,258.	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93
ESTIMATED PERCENT: UNDERRUN 4 %	PERCENT OF AUTHORIZATION 90 %	DATE PROJECT WAS COMPLETED: October 24, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.32	2.32			2.32
MILES PARTIALLY COMPLETED	2.32	2.32			2.32
MILES COMPLETED	2.32	2.32			2.32
TOTAL ESTIMATED QUANTITIES (CONTRACT)	920 cy	8,200 ton			38,800 ton
TOTAL QUANTITIES CORRECTED TO DATE	500 cy	7,251 ton			41,226 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	500 cy	7,251 ton			41,226 ton
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 7	Overcast Rain	0		
MONDAY 8	Foggy	0		
TUESDAY 9	Foggy	0		
WEDNESDAY 10	Overcast Foggy	0		
THURSDAY 11	Overcast Foggy	0		
FRIDAY 12	Overcast	0		
SATURDAY 13		0		

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
DEC 15 1975
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 7	No Activity
MONDAY 8	No Activity
TUESDAY 9	No Activity
WEDNESDAY 10	No Activity
THURSDAY 11	No Activity
FRIDAY 12	No Activity
SATURDAY 13	No Activity

REMARKS

Final Report.
Send-final report submitted to Region office on Wednesday of this week.

SIGNED C.D. Hiatt, Res. Engr. LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

8108 Ren 12-3-75 80-N ntc Henry.

NARRATIVE REPORT
Bensen Cr. Intchg. - Olds Ferry Intchg.
Contract No. 8108

The project was awarded to Allied Paving Co. of Idaho Falls, Idaho on February 7, 1975 for the sum of $843,192.90.

The pre-construction conference was held on April 9, 1975, with the contractor scheduled to start work on May 1, 1975 with guard rail operations. Crushing operations would start about June 1, 1975, and paving work to commence after completion of crushing. The remaining guard rail and median barrier work was expected to take four to five weeks, with all work completed around September 1, 1975.

Work started on the project on May 1, 1975 with the subcontractor, Galey Construction Co., installing guard rail posts to new alignment location. This work continued thru June 12, 1975, until all guard rail work possible at the time was completed. The subcontractor then moved off the project until paving work was completed to where he could complete remaining work.

The contractor started crushing operations on June 27, 1975 producing Class "B" asphaltic concrete aggregate. Some difficulty was had in meeting specifications the first few days. All material was rejected until in required specifications. "B" mix aggregate production was completed on July 17, 1975, and Class "C" asphaltic concrete aggregate production started. This operation ran smoothly, and all crushing operations was completed on August 7, 1975.

No shoulder aggregate material was produced for the project due to suitable material being stockpiled at the project material source from a previous project. The contractor was permitted to use this material provided he compensate the property owner for the material, which the contractor did accomplish.

The small amount of grading and culvert work performed on the project was started on July 7, 1975, with a small crew, and work was completed on July 15, 1975. No problems were encountered.

Paving work was started by the contractor on August 11, 1975 with commencement of patching and leveling course lift. Work ran steadily through out the paving work with material well wit in specifications and a good ride obtained from the operation. Paving work was completed on September 9, 1975.

cont.

REFERRED TO

Board Reed
Cole 1 Sample 2
Eriksen 2 Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Fwd to Team Leader

The guard rail subcontractor returned on September 8, 1975 and started guard rail work along with median rail removal. Setting of concrete median barriers along with guard rail, cattle guards and concrete inlets was performed. Work continued until September 24, 1975, when all bid item work was completed.

The contractor worked on clean up, equipment removal and minor guard rail adjustments through October 31, 1975.

The project calendar workday limit was overrun by five days (225 days allocated, 230 days used). No request for extension of time was submitted by the contractor.

One price agreement was initiated during the project, which credited the project for change in culvert pipe coating from Type "C" to Type "A".

A pending extra work order and state force order for the protection of the existing scale site installation is now being processed.

DISCUSSION OF PROJECT PROBLEMS AND NOTE WORTHY CONSTRUCTION PROCEDURES

The project progressed smoothly through out construction and no problems of consequence were encountered.

One construction procedure that was noteworthy, which is not new and has been performed on other projects, is the use of wire control grades on paving overlays.

The existing project was in very poor condition grade wise, both transversely and horizontally. The leveling course lift and first lift of A. C. base were both controlled by wire grades, located on the median rail, for the initial mat on both lanes. This procedure established a good grade line to complete the adjacent mats with ski type paving machine control. We believe this method should be mandatory when a poor roadway condition is encountered on overlay work.

Versteeg
A. Olson
Terpin
Short
Copy Swenson
R. Olson
Trout

RECEIVED
DEC 26 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

C. D. Hiatt
Res. Engr.
Ontario,
12/3/75

#8108

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 31, 1974

TO MEMO TO THE FILES

FROM Lyle K. Watson, Design Team Supervisor

SUBJECT

1 Vardas J
2 A. Olson & GG RECEIVED
3 Taylor T
Scott
Swenson
R. Olson
Trout KT
cc Copy

ROAD DESIGN SECTION

Routing Reply
Signature if approved
Receive
Other

On a field trip with Norman Henry and Larry Asburry of the Final Design Section, we reviewed the preliminary design plans on the following projects.

South Baker-Encina
Encina-Pleasant Valley
Oxman-Bubbs Ranch
Benson Creek-Olds Ferry

The present spot safety project, Irrigon Junction-Bubbs Ranch, will require revisions in the present proposed plans. All guard rail, anchors, bridge connections, mounds, etc. are being constructed for the future overlay and alignment. Due to an underrun of embankment quantities on the spot safety, additional areas of slope flattening and guard rail were noted.

Extensive ditch erosions were noted and a four inch thick gravel blanket is being provided.

Drainage curbs are being provided at guard rail locations on high fills due to the erosion of existing shoulder rock and embankment slopes.

A state-owned material source, located near the Pleasant Valley Interchange, is to be used for the upcoming projects.

South Baker-Pleasant Valley
Pleasant Valley-Oxman
Oxman-Bubbs Ranch

Development plans and permits are being prepared by the Region to be submitted in the near future.

The proposed material source for the Benson Creek-Olds Ferry Section with development plan and permits has been submitted. This is a privately owned source which the state has a lease to use, which was recently renewed.

LKW:we
cc: C. G. Swenson
W. E. Schwartz
W. E. Cole

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 28, 1974

TO Dale Allen, Regional Construction Engineer

FROM Lyle K. Watson, Design Team Supervisor

SUBJECT

The following list of projects will require material sources to furnish the quantities as shown. These quantities are totals for shoulders, base and asphaltic concrete pavement.

A development plan should be made for each site and approved by the local Planning Commissions. Also, initiate surface mining permits for the Department of Geology and Mineral Industries and have them approved by the County.

Project	
Emigrant Hill-Meacham	162,000 Cubic Yards
S. Baker-Encina	47,000 Cubic Yards
Encina-Pleasant Valley	93,000 Cubic Yards
Benson Creek-Olds Ferry	45,000 Cubic Yards

LKW:we
cc: C. G. Swenson
Donald L. Trout

#8108

FORM E-20

801

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

DATE March 25, 1974

TO RESIDENT ENGINEERS

FROM Dale D. Allen
Regional Construction Engineer

SUBJECT Borrow and Quarry
Development Plans

As you know, each resident engineer is now required to work up borrow and quarry development plans for all projects where we set up a prospective source. Attached are some examples of development plans used on other projects.

As of this date we need such plans for any prospective sources we anticipate using for the following projects.

Fillmore	Chandler Lane
	Middle Bridge-Love Bridge
Hiatt	Benson Creek-Olds Ferry
Ferguson	Emigrant Hill-Meacham
Burnett	South Baker-Encina
	Encina-Pleasant Valley
	Pleasant Valley-Oxman
	Oxman-Bubbs Ranch
Hagedorn	Diagonal Road

Part of the permit application requires that we obtain the necessary County and Planning Commission approval.

DDA:je
cc: Vern Moore w/attachments
Don Trout
Lyle Watson

RECEIVED

8108

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-80N-8(30)351

STATE PROJECT NO.: Benson Creek Interchange-Olds Ferry Interchange Sec

FROM: G. L. Green, Division Engineer, Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-799

COUNTY NAME: Malheur

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
January 8, 1975	January 8, 1975	Interstate Route 80N / Old Oregon Trail Primary #6

GENERAL LOCATION:

I-80N, Benson Creek Interchange, South 2.7 miles

RECEIVED
STATE HWY ENGR
JAN 27 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

GENERAL DESCRIPTION OF WORK:

Grade, Drain, High-Type Pavement, Sign, Guardrail

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify)

Royalty Payment (S.F.)	$3,500.00
Permanent Striping (S.F.)	$1,000.00
Stage Constr. Striping (S.F.)	$1,000.00
Temporary Erosion Control	$2,000.00
On-the-Job Training	$ 800.00

- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your estimate.

Mr. Rulien's January 6, 1974 request and certifying statements are accepted.

PS&E documents have been reviewed for the subject project and are approved.

A signed copy of the Title Sheet is returned herewith.

1-28-75
ORIGINAL TO
L.W. Rulien
Wyatt.

RECEIVED
JAN 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-22-75	Leroy W. Gilbert	Division Engineer

FORM PR-1240 (REV. 8-73) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

TRANSACTION NUMBER 12-96 AND 1-1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 12-27-74

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

BY (Signature): L.W. RULIEN'S DECEMBER 19, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: [X] FAI [ ] FAP [ ] FAU [ ] FAS [ ] OTHERS

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 798 THRU 799

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
798	I-80N-7(47)316	11.00	4,560,000	4,207,900	PLEASANT VALLEY INTERCHANGE BUBBS RANCH SECTION. BAKER COUNTY-STATE OF OREGON	GRADE, DRAIN, HIGH TYPE PAVEMENT, SIGN AND GUARDRAIL.
799	I-80N-8(30)351	2.7	1,050,000	968,900	BENSON CREEK INTERCHANGE OLDS FERRY INTERCHANGE MALHEUR COUNTY-STATE OF OREGON.	GRADE, DRAIN, HIGH TYPE PAVEMENT, SIGN AND GUARDRAIL.

RECEIVED
STE HWY ENGR

REMARKS (Division)

Rulien - TAK
1-2-75

NOTED
E. S. HUNTER

RECEIVED
JAN 2 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DEC 31 '74
REFER TO Hunter
FOR
Invest. R/D D/R Sign Act. File

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 12-27-74	SIGNATURE AND TITLE FOR: G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48 (Rev. 8-71)

GPO 915-690

12-27-74

8108

8108

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-80N-[illegible](-)
Benson Creek-Olds Ferry Road
Old Oregon Trail Highway
Baker County

DATE: December 20, 1974

In reply refer to: 1041DA.A

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have reviewed your proposal for salvaging the metal median barrier and posts on the above project. Your proposal appears to be in the public interest and is approved.

for G. L. Green

NOTED
A. E. JOHNSON

NOTED
E. S. HUNTER
cc Comptroller
Traffic
12-26-74

RECEIVED
STE HWY ENGR
DEC 23 '74
REFER TO
FOR
DIR

RECEIVED
DEC 24 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8108

December 19, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Projects I-80N-7(47)316 & I-80N-8(30)351

We are submitting program data for two projects, Item Nos. 798 and 799, which we desire to have included in the Federal-aid Interstate Highway Program.

It is our present intention to receive bids for these projects on January 30, 1975.

We request a waiver of District 13 Clearinghouse A-95 review for Item No. 798 based on the fact that the work involved (1) is stage construction consisting of an overlay of asphalt concrete pavement to increase the structural strength of the traffic lanes and shoulders; (2) is safety improvement to update the roadside to present Interstate standards conforming with recommendations set forth in AASHO's "yellow book"; (3) is such that it will not affect decisions or other public works activities of concern to clearinghouse agencies, or result in significant alteration of land use or traffic flow patterns which would require changes in planning completed or underway.

Enclosure.

JG:wm

Budget Bureau No. 41-R2067; Approval

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H. Q.

FORM PR-1 (REV. 4-61)

12-19-74

U.S. DEPART
BUREA

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21		ADT	PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME	STAT COD (2)
	1	I-80N, Benson Cr. Intchge, S 2.7 mi.			3,700	5,900	94	10	OREGON	4

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV. AREA (69)	DA CLASSIF. (70)	DA AREA (71)(72)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER (S) 14	NUMBER 28	SEQ. N 7
	Gr., Dr., H.T. Pave, Sign, G-rail								I-	80-8	(30

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE (14)(16)	
	Interstate	Malheur	045	
	NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37)	U.S. (41)
	- -	I	I-80N	6	I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43)(46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	
1	(1&8)	(10)	41	42									
5					PE		I-80N, Benson Cr. Intchge., S 2.7 mi.						Gr., with lanes shldr median revis slopes guard barri age s appur
5					ROW								
5					CONST (CODE) (Safety) 6201		"Benson Cr. Intchge. - Olds Ferry Intchge. Sec."	2.7	1,050,000	968,900	81,100		ROW - Access Parkin compl
							PROJECT TOTALS	2.7	1,050,000	968,900	81,100		

CARD 1	CODE 1	PREPARED BY		REMARKS (10)(23)(24)(28)
1	14	PROGRAM APPROVAL DATES		

Additional Data: Item Nos. 48, 54, 4
Project No. I-80N-8(4)351, I-80N-8(5)
7(18)341 & I-80N-8(19)351, respective

USCOM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

12-19-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)
I-80N, Benson Cr. Intchge, S 2.7 mi.

ADT | PRESENT: 3,700 | FUTURE: 5,900 | YEAR: 94 | REGION: 10 | STATE NAME: OREGON | STATE CODE: 41 | APPN CODE: 042 | ITEM NO.: 799

I. Projects Only

PROPOSED WORK (35 typewriter spaces): Pave, Sign, G-rail
NATL. FOREST | FA ROUTE NO. | SUFFIX | FA CLASS. | UA AREA | EMERG. YR. | PL. AUTH YR.

PROJECT NUMBER: PREFIX LETTER (S): I- | NUMBER: 80-8 | SEQ. NO.: (30) | POST MI.: 351 | DESIG.: N

SYSTEMS: Interstate

COUNTY NAME: Malheur | CODE: 045

ROUTE NO.: I | FEDERAL-AID: I-80N | STATE: 6 | U.S.: I-80N

PROGRAM STAGE: ___ 1 OR X 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-80N, Benson Cr. Intchge., S 2.7 mi.						Gr., dr., & overlay with AC pave. 4-12' lanes with 10'R shldr. & 8.4' min. median. Safety revisions of roadway slopes, signs, guardrail, median barrier, minor drainage strs. & other appurtenances.
ROW								
CONST (CODE) (Safety) 6201		"Benson Cr. Intchge. - Olds Ferry Intchge. Sec."	2.7	1,050,000	968,900	81,100		ROW - 300' normal; Access control - full Parking restrictions- complete.
PROJECT TOTALS			2.7	1,050,000	968,900	81,100		

PREPARED BY

PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item Nos. 48, 54, 420 & 502D; Project No. I-80N-8(4)351, I-80N-8(5)351, I-80N-7(18)341 & I-80N-8(19)351, respectively.

-over-

USCOMM DUSCOMM-DC 40905-P61

BENSON CR. INTCHGE. - OLDS FERRY INTCHGE. SECTION

PROJECT NO. I-80N-8(30)351

Remarks Continued:

Project Data: The work consists of (1) grade, drain and overlay with asphalt concrete pavement the existing facility consisting of four 12-foot lanes with 10-foot right shoulder and 8.4-foot minimum median; (2) safety revisions to bring to present Interstate Standards the roadway slopes, signs, guardrail, median barrier, minor drainage structures and other appurtenances.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 14 Clearinghouse A-95 review under working agreements dated April 28, 1970 and August 11, 1970, respectively.

PPM 90-1 Requirements: Nonmajor action project ~~not requiring Environmental Statement.~~ concurred in by FHWA on Oct. 8, 1974.

Public Hearings: None required under paragraph 6c of PPM 20-8.

Location/Design: Not a factor in the development of this project.

Note: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FAHPM 6-8-2-1 as the work, other than the overlay, is for the correction of roadside features identified as hazardous in the AASHO report, "Highway Design and Operational Practices Related to Safety".

(3) This project is in Congressional District No. 2.

Data for PR-37:

	Type Code	Description	Est. Cost
Roadway:	6201	A.C./Stone Base	$750,000
Safety:	Y002	Traffic Signs	1,200
	Y007	Minor Structures	15,500
	Y101	Guardrail	283,300
		Total Est. Cost	$1,050,000

4108

OREGON STATE HIGHWAY DIVISION

December 16, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

NOTED
E. S. HUNTER

Re: Benson Creek-Olds Ferry Road
Old Oregon Trail Highway
Baker County

Dear Mr. Green:

The metal median barrier will be removed and replaced with precast concrete median barrier. The metal rail members and hardware that is in good condition and of current design may be incorporated in new guard rail installations. The median barrier posts are 5' - 3-1/2" in length and will be too short for guard rail posts and will remain the property of the state and be stockpiled at our maintenance yard at Huntington.

The salvage value of the posts is considered to be $1.00 each. Extra cost to the contractor for handling, sorting and hauling to State maintenance yard at Huntington is $0.05 per post.

We will initially credit the project for the following amount of money. Posts - 1100 $1.05 each at $1155.00.

The credit to the project will be adjusted when the actual number of posts salvaged and delivered to the maintenance yard is determined.

We believe the above manner of handling this matter is in the public interest and solicit your approval for the salvaging of this material.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By Frank E. Terpin

Frank E. Terpin
Final Design Engineer

FET:we
cc: E. S. Hunter
L. W. Rulien
D. H. Moehring
W. E. Schwartz
C. G. Swenson
L. K. Watson

RECEIVED
DEC 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form 81-734-3122

8108

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-80N-7(-)
Benson Creek-Olds Ferry Section
Old Oregon Trail Highway
Mandatory Source

DATE: October 30, 1974

In reply refer to: 1041DA.5

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We concur that it is in the public interest to specify the State-controlled source located on Porter Flat about 4 miles east of the Olds Ferry Interchange as a mandatory source for the following reasons:

1. It has sufficient available material of proven quality;

2. It utilizes an already existing pit so it will not be necessary to open another pit with its attendant impacts on the environment.

for G. L. Green

RECEIVED
NOV 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
OCT 31 '74
REFER TO
FOR

NOTED
E. S. HUNTER
cc Darling
Wolfe
Kirk
11-4-74

8108

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE October 28, 1974

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category

Attached for your information is an assessment on the Benson Creek-Olds Ferry Interchange Section, concurred in by the Federal Highway Administration, indicating that the following environmental documentation is appropriate: Negative Declaration.

Project Management classifies this section as a category 3 project. Action Plan procedures must be implemented for all activities following corridor-design approval.

Attach.

BLG:ljt

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
H. S. Cox
G. A. Potter
R. E. Royer
Gary Sund
B. L. Gifford
D. E. Swan
W. E. Schwartz, Region Engineer
C. K. Ansell, District Engineer

APPROVED
E S Hunter
E. S. Hunter
Date 11-1-74

11-1-74
cc: Rulien

NOTED

RECEIVED
OCT 31 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

X-104

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-80N-7(-)
Benson Creek-Olds Ferry Interchange Section
Old Oregon Trail Highway
Project Assessment

DATE: October 8, 1974

In reply refer to: 1041DA.A/X Ref: 090.9

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Based on the attached assessment and our field review, we concur that a negative declaration is the appropriate document for this project. A copy of the Project Assessment is returned as requested.

William A. Kappus
for G. L. Green

Attachment
Project Assessment

RECEIVED
STATE HWY ENGR
OCT 18 74
REFER TO
Hamilton
FOR
Info | Inves | R/D | D/R | Sign | Act | File

10-21-74
cc Bob Bulkin

RECEIVED
OCT 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
R. L. SCHEUER

OREGON STATE HIGHWAY DIVISION
ENVIRONMENTAL SECTION

PROJECT ASSESSMENT

Project Manager Dwight Smith Date

A. PROJECT IDENTIFICATION

Name of Project Benson Creek-Olds Ferry Interchange I-80N-7(-) Section

Location of Project Old Oregon Trail Highway I-80N Highway

City NA County Malheur Region Five (V)

Est. Cost $ 1,250,000 Constr. Only Length 2.4 miles Prefix 623-1920

B. BRIEF GENERAL DESCRIPTION OF PROJECT

The purpose of this project is to increase user safety by constructing asphaltic concrete overlay on pavement, erecting 15,000 linear feet of concrete median barrier and performing other incidental work in conformance with current highway safety standards. Incidental work includes replacing substandard signs and leveling shoulder slopes. This project does not constitute a "major action". No additional right-of-way is required for this project.

C. STATUS OF FHWA-OSHD ACTION

		Date
System Action	☐	NA
Program (PE) Approval	☒	Survey completed March 2, 1972
Corridor Approval	☐	NA
Design Approval	☐	NA
P.S. & E. Approval	☐	

D. PRELIMINARY STUDY REQUIREMENTS

	Yes	No
Study Area Environmental Inventory	☐	☐
Formal Environmental Classification Study	☐	☐
Formal Environmental Classification Study Completed	☐	☐

CATEGORY 3 PROJECT

E. STATUS OF PROJECT DEVELOPMENT

Reconnaisance	☐	Preliminary Design (Field)	☐	PNRS No.	_____
Location (Field)	☐	Preliminary Design (Office)	☐	Date A-95 Submitted	_____
Location (Office)	☐	Final Design	☒	Date Reply Received	_____
		Contract Plans Completed	☐	Reply Not Required	☒

F. STATUS OF PUBLIC HEARINGS

				Date
Hearing Not Required	☒	Corridor Hearing Held	☐	_____
Hearing Not Requested	☐	Design Hearing Held	☐	_____
Hearing Requested	☐	Combination Hearing Held	☐	_____

G. RESOURCE PERSONNEL ALLOCATION

PERSONNEL	EFFORT REQUIRED*			COMMENT
	MINIMUM	AVERAGE	MAXIMUM	
Biologist	X			Highway construction effects on fish in adjacent Snake River.
Urban Economist NA				
Agricultural Economist NA				
Accoustical Engineer NA				
Air Quality Engineer NA				
Sociologist NA				
Urban Planner NA				
Landscape Architect NA				
Geologist	X			Effects of water leaching through rock and asphaltic concrete into Snake River.
water quality [redacted]	X			Effects of water leaching through rock and asphaltic concrete into Snake River.

*For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

H. BRIEF SYNOPSIS OF PROJECT

(Narrative)

TOPICAL AREAS

- History of Project (Begin with origin, if known, including public input).
- Purpose of Project (Expressed need or program relationship).
- Siting (Topographic and resource features).
- Major Effects (High impact features if determined). Expand Under "Basic Considerations", page 4.
- Other General Information.

The purpose of this project is to improve user safety and increase ease of mobility by overlaying existing four-lane highway with two-inch lifts of asphaltic concrete, erecting 15,000 linear feet of concrete median barrier, raising the rock slope to the finished shoulders, replacing and relocating one luminaire pole with a breakaway base, and upgrading substandard signs. Project involves approx. 34,100 tons of asphaltic concrete mix and approx. 6,400 tons of crushed materials. Material sources are a state owned quarry (not used before, will necessitate building a minor road to quarry; quarry not visible from highway, access road will be) two miles northeast of the westerly end of the project and a state leased area (in existance and previously used) at Porters Flat, four miles southeast of the easterly end of the projet. I-80N to the east of this project section has been upgraded to safety standards; to the west of section, I-80N needs upgrading.

Siting is adjacent to the Brownlee backwaters of the Snake River on the easterly side; westerly side of highway is agriculture land. No right-of-way is required. Farewell Bend State Park and the Olds Ferry historical monument are near project section.

The major social effects are improved safety and mobility. Possible physical effects are on water quality in reservior and fish due to leaching of construction residues into reservior. These effects appear minimal.

(Use more space if required)

I. BASIC CONSIDERATIONS

(Use whatever space is required but be brief)

1. RIGHT OF WAY REQUIREMENT

None or Not Significant [X] Significant Amount [ ] (Explain and Assess)

2. WILL PROJECT CHANGE ANY FUNCTIONAL CHARACTERISTICS OF:

a. Existing Facility? No [X] Yes [ ] (Explain and Assess)

b. Adjacent Land Use? No [X] Yes [ ] (Explain and Assess)

c. Adjacent Land Access? No [X] Yes [ ] (Explain and Assess)

I. BASIC CONSIDERATIONS (Continued)

3. ARE SPECIAL CONSTRUCTION METHODS REQUIRED?

No [X] Yes [ ] (Explain and Assess)

4. WHAT LOCATION OR DESIGN ALTERNATIVES HAVE BEEN IDENTIFIED?

A.) No action to improve safety and mobility

B.) Proposed project, as described herein, to improve safety and mobility

5. IDENTIFY ANY SIGNIFICANT POTENTIAL FOR FUTURE CONTROVERSIAL ISSUES.

(Social, Economic, Natural Resource)

NONE

J. TYPE OF DOCUMENT REQUIRED

Draft E. I. S. [ ]

Final E. I. S. [ ]

Negative Declaration [X]

Section 4(f) [ ]

Statewide Negative Declaration [ ]

Environmental Assessment [ ]

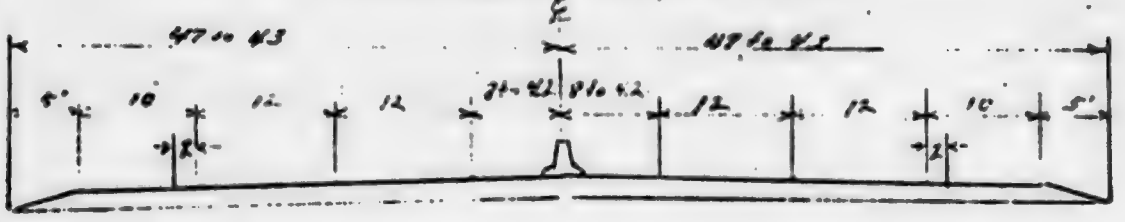
K. PRELIMINARY FHWA CONCURRENCE

Approval of Type of Document _____ Date

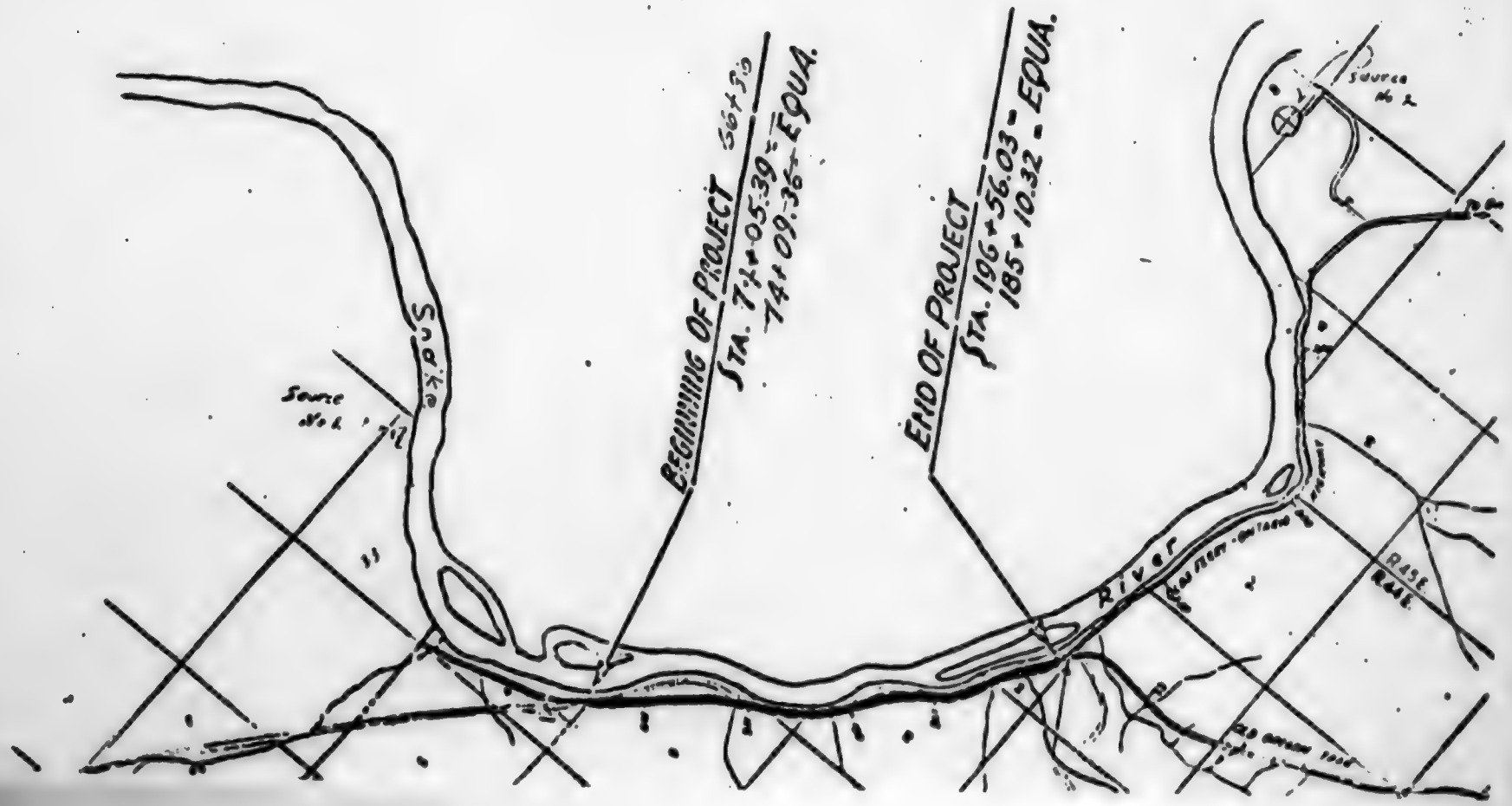
_____ FHWA AREA ENGINEER

Sketch Map
BENSON CREEK - OLDS FERRY
OLD OREGON TRAL HWY
MALHEUR CO.
MARCH 1972

TYPICAL SECTION



3.0" to 5" A.C. Overlay
2" Base; 2" Wearing



8108

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

P. B. KLABOE
Administrator of Highways

October 24, 1974

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: Benson Creek-Olds Ferry Section
Old Oregon Trail Highway
Baker County

NOTED
E. S. HUNTER

Dear Mr. Green:

It is proposed to use the source located on Porter Flat, approximately four miles east of the Olds Ferry Interchange as the source of aggregate materials. This source is the nearest state-controlled source to the project that has sufficient available material of proven quality. It utilizes an already existing pit and will not require opening another pit with its attendant impacts on the environment. The operation does not conflict with local zoning laws.

We believe it to be in the best interest of the public to make use of this quarry mandatory and solicit your approval in this action.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By Frank E. Terpin

Frank E. Terpin
Final Design Engineer

LKW:we
cc: E. S. Hunter
L. W. Rufien
W. E. Schwartz
C. G. Swenson
Lyle K. Watson

RECEIVED
OCT 24 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3109 Deadman Ck.-Wilson Riv. Sec. 1975
Wilson Riv. Hwy. E of Tillamook
(3.97 mi. grading & paving)

8109

4B

January 16, 1976

Corroon & Black of Oregon
1600 S.W. Fourth Ave.
Portland, OR 97201

Gentlemen:

A post-final payment for $1,666.76 will be made to Kelly F. White Company on Contract No. 8109 for work on the Deadman Creek-Wilson River Section of the Wilson River Highway in Tillamook County as soon as the warrant is prepared.

The total amount paid on this contract will be $497,411.73 including the post-final payment. Of the total $7,583.94 is for force account.

Very truly yours,

C. W. Read
COMMISSION SERVICES

sr

cc Kelly F. White Company
P. O. Box 201
Bend, OR 97701

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8109

October 21, 1975

Corrocn & Black of Oregon
1600 S.W. Fourth Ave.
Portland, OR 97201

Gentlemen:

On October 20, 1975, we wrote to you concerning release of final payment on Contract No. 8109 awarded to Kelly F. White Company for work on the Deadman Creek-Wilson River Section of the Wilson River Highway in Tillamook County.

Final payment on this contract is $25,367.03 and the total contract amount is $495,744.97 including $5,917.18 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Kelly F. White Company
PO Box 201
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8109

FORM 81-734-3001

OREGON STATE HIGHWAY DIVIS...

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Deadman Creek - Wilson River		WEEK ENDING: 8/2/75
		SECTION PREFIX: 29-0501
HIGHWAY: Wilson River		COUNTY: Tillamook
NAME OF JOB: Deadman Creek-Wilson River	KIND OF WORK: Grading & Paving	
CONTRACTOR: Kelly F. White Company	CONTRACT NUMBER: 8109	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: February 5, 1975	DATE WORK STARTED: April 21, 1975	ESTIMATED COMPLETION DATE: July 31, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 6 SUPERVISION: 2	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 225	CALENDAR DAYS USED: 149
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 6
PROJECT AUTHORIZATION: $537,817.24		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 78
EXCLUSIVE OF ENGINEERING: $494,236.00	ENGINEERING AUTHORIZATION: $43,581.24	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $503,000.00 ~~$494,236.00~~	ENGINEERING COST TO DATE: $39,402.22	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 102
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 3 ~~0~~ %	PERCENT OF AUTHORIZATION 65 %	DATE PROJECT WAS COMPLETED: 7/31/75

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.97	3.97			3.97
MILES PARTIALLY COMPLETED					
MILES COMPLETED	3.97	3.97			3.97
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,110 c.y.	4,600 c.y.			7,530 ton
TOTAL QUANTITIES CORRECTED TO DATE	3,255	5,200			7,780
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,200	5,230			7,778
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

4 trucks, 1 ~~ton~~ Dog Power, 1 plow, roller, water truck, misc. tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	1		
MONDAY	Cloudy, rain	1		
TUESDAY	Cloudy	1		
WEDNESDAY	Fog Cloudy	1		
THURSDAY	Fair	1		
FRIDAY				
SATURDAY				

Routing: Keasey, Bond, Jackmond, Harwood, Johnsen, Walker, Richards, Glenn, Berg

RECEIVED
AUG 4 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity
MONDAY	Subcontractors paving driveways, installing guardrail and guidposts.
TUESDAY	Subcontractor paving driveways & completing guardrail & sign posts State forces panting pavement striping
WEDNESDAY	Subcontractor paving driveways
THURSDAY	Subcontractor paving driveways; work completed Final inspection was held today
FRIDAY	
SATURDAY	

REMARKS

ork on the project was completed 7/31/75. Final inspection was held and the project was accepted. Anticipate that the Pori-Final estimate will be submitted 8/20/75. This is the final weekly report.

SIGNED J. Boyer Asst. Res. Engr LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8109 R

FORM 81.7.14.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

April 10, 1975
Salem, Oregon

FILE:

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

TO: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Kelly F. White Company
Deadman Creek- Wilson River Section
Wilson River Highway

#8109

Bob Hatch, who was a substantial stockholder in the Kelly F. White Company at the time of bidding the subject project now indicates he has acquired all of Kelly F. White's stock and is the sole stockholder.

Is there any further verification or follow-up needed by your office or this office?

GWW:lb

cc: Chet Anderson

4-11-75

Is this ok?

John T. Scofield

I checked this out with Walt Barrie and it is ok (Notified Scofield also on tel conversation with Walt B.) C.T.K

RECEIVED
APR 11 1975
CONSTRUCTION SECTION

Keasey, Bond, Jackmond, Harwood, Johnsen, Walker, Scofield S, Glenn, Berg

NOTED
C. W. HEAD

8109

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 30, 1975

TO MEMO TO THE FILES

FROM C. G. Swenson
Specifications Engineer

SUBJECT Bids on Deadman Creek-Wilson River Project
Received January 30, 1975

Low bid received on this project was approximately 15 percent over the State's estimate. There were three bids received ranging from $476,000 to $499,000, a total spread of about 5 percent.

The project involved only about 10,000 cubic yards of aggregates. As there are no commercial sources in the area, the bids had to be based on either hauling aggregates from the Portland area or on a rather high cost per cubic yard for moving in and setting up a crushing plant.

An analysis of our estimates and the bids received indicates that our estimated cost of aggregates was approximately $4.00 per ton too low, and it is the opinion of Hal Versteeg and myself that it is very doubtful if any appreciable lower bids would be received if the project was readvertised.

2-6-75
cc: Versteeg

CGS:fw

RECEIVED
FEB 5 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Recommend award
E&H

NOTED
E. S. HUNTER

OK JSK.

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JAN 31 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

COST ANALYSIS

JOBS BID - JANUARY 30, 1975

Job	%	Remarks
Dead Creek-Wilson R.	+14.6	This was a construction project calling for the grading and paving of 3.97 miles on the Wilson River Highway. With only three bidders on this project it is doubtful a lower bid would be realized at a later letting, and is the recommendation that this be awarded. The three bidders on this project bid high on the equipment items. This could be partly a misunderstanding of the Special Provisions only as for type and hours. It was the understanding of this Section that the equipment was to be of a farm type as to size due to the narrow shoulder to work on. The clearing was also unbalanced with only a guardrail end area to be cleared. The bid item for aggregate shoulders was figured from the Portland area at a cost of $10.50 per cu.yd. The contractor's bid was $18.00 a cu.yd. A contract in this same area in September, 1973 was $5.90 per cu.yd.

C. E. Layton

C. E. Layton
Cost Estimator

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
H. S. Coulter
R. L. Schroeder
L. W. Rulien
D. E. Swan
W. J. Hart
C. T. Keasey
John Bond
J. H. Versteeg
Virgil Boyd
E. L. Johnsen
Cost Analysis

NOTED
E. S. HUNTER

RECEIVED
JAN 30 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8109

FORM BI 734 3010

NOTED
FILE: H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
January 14, 1975

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Deadman's Creek-Wilson River Sect.
Wilson River Highway

TO: C. O. Fredrickson
Regional Engineer

Attention: Gerald Wimer

In response to your letter of January 10, 1975, in which you request additional thickness allowance for leveling on the subject project, I have done some review with Design, Specifications and with John Walker of my office.

I find that the matters of which you speak have been reviewed thoroughly.

This project is intentionally not designed to cure all the ills of this section of highway. Instead, it is really a stop-gap type of project, which, with proper attention, can correct the worst of the distorted areas, provide for paved shoulders to reduce maintenance costs, and to provide a flexible skid-resistant surface which should conform to future distortion without the cracking and breakup of our conventional asphaltic concrete mixes.

The tonnage provided for patching and leveling is calculated for 1-inch of depth over the existing 22-foot surfaced width, and the repair of especially soft areas was intended to be done on force account by the contractor, with any A.C. material used in the repair work to come out of the patching and leveling tonnage provided.

Funds for this type of project are very limited, but I am confidant that the project can be constructed as designed within the funds authorized.

The attitude seemingly expressed in the last sentence of your penultimate paragraph cannot and will not be tolerated. Without the showing of serious consequences and compelling reasons, an additional authorization will not be approved.

CTK:fr

cc: H. S. Coulter
J. H. Versteeg

bc: A. E. Johnson

RECEIVED
JAN 1[illegible] 1975
Office of
Assistant State Highway Engineer

FORM 81-734-3030

Keasey Bond Jackson Hatwood Johnson Walker Scofield Glenn

RECEIVED JAN 13 1975 CONSTRUCTION SECTION

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 10, 1975

FILE: 29-1302

FROM: Gerald W. Wimer — REGION CONSTRUCTION ENGINEER

SUBJECT: Deadmans Creek-Wilson River Sec
Wilson River Highway

TO: C. T. Keasey
CONSTRUCTION ENGINEER

Bids are to be opened on the subject overlay January 30, 1975.

The plans on this project have been revised to where a one inch thick class E mix is called for over the existing pavement.

The distortions and weaknesses are expected to be cured with 1800 tons of class E mixture. That tonage is also for approaches. That tonage, if all available in the existing roadway, would provide 6/10 of an inch, or if necessary, to spread out for the full 32 foot width 4/10 of an inch.

There are too many weak areas and distortions to make this possible. It is respectfully recommended by this office a change letter be issued to call for:

1. The leveling be performed prior to treatment of the shoulders. This means the contractor will likely need to move his paving equipment in twice.

2. The leveling quantity be increased to 3600 tons. It is preferable this needed tonage be included in the bid price. This quantity is definitely needed for reinforcing and leveling.

It is respectfully requested you do what you can to make this plan adjustment. Otherwise, it is very questionable that this project can be constructed without an expensive overrun.

Since writing the above the attached January 8, 1975, letter was received from Road Design Engineer, J. H. Versteeg. He does not indicate exactly what the patching quantity has been increased to except to say that it is the equivalent of 1 inch. If this is for the 32 foot width, then obviously it would be plenty adequate. More likely, it is for a 22 foot width which will still leave it slightly short of what was requested in the above letter to you.

8-14-75 Wimer — The 1" depth is for 22' exist. pavt. Tonnage for repair of soft areas to come out of this leveling also.

GWW/elk
Attach.
cc: Chet Anderson

29-1302

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

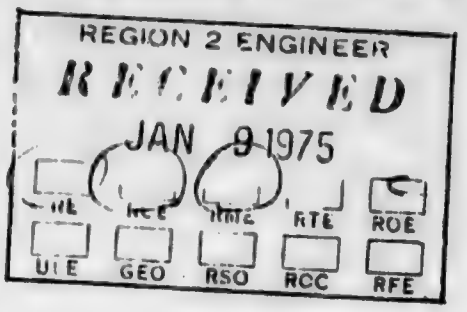
Salem, Oregon

January 8, 1975

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Overlay
Deadmans Creek-Wilson River Sec.
Wilson River Highway

TO: Gerald Wimer
Region 2 Construction Engineer



The present surfacing design for this project was worked out by Mr. Clarence Gregg. It is estimated that this project as proposed, with cement shoulder treatment and a one inch open graded "E" mix, will cost $450,000 including engineering. The original proposal with two-inch "C" mix surfacing and 5' paved shoulders is estimated to cost $590,000 based on our updated cost estimate.

Based on discussions with Jim Wilson, Clarence Gregg and John Walker we expect the more flexible "E" mix pavement to provide as long or longer service life than the conventional "C" or "B" mix overlay would provide. We have not had that much experience with the open graded flexible mats so we are very interested in the durability and service life of the planned surfacing treatment.

Patching quantities on this project are being increased to provide for the equivalent of 1" of surfacing throughout the project.

JHV:jh
cc: Clarence Gregg

8110 Nestucca Spit St. Pk. So. 1975
of Pacific City
(Grade, pave & facilities)

8110

75

October 28, 1975

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On October 24, 1975, we wrote to you concerning release of final payment on Contract No. 8110 awarded to James A. Seiwald for work in the Nestucca Spit State Park in Tillamook County.

Final payment on this contract is $3,915.76 and the total contract amount is $77,028.40 including $197.23 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser

cc James A. Seiwald
186 Hollow Stump Rd.
North Bend, OR 97459

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8110

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Nestucca Spit State Park	WEEK ENDING: 8/23/75
		SECTION PREFIX: 29-3342
	HIGHWAY: ---	COUNTY: Tillamook
NAME OF JOB: Nestucca Spit State Park	KIND OF WORK: Grading and Paving	
CONTRACTOR: Jim Siewald	CONTRACT NUMBER: 8110	FEDERAL AID PROJECT NUMBER: BOR
DATE OF CONTRACT: 2/5/75	DATE WORK STARTED: 2/19/75	ESTIMATED COMPLETION DATE: 8/22/75
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: 9/30/75	PERCENT OF TIME ELAPSED: 178/203
PROJECT AUTHORIZATION: $ 85,716.28	ENGINEERING AUTHORIZATION $ 7,486.14	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 78,230.14	ENGINEERING COST TO DATE $ 8,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 76,772.97		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 1 %	PERCENT OF AUTHORIZATION: 106 %	8/22/75

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Facility	
100	100	100	100	100		100	
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							0.34
MILES PARTIALLY COMPLETED							0.34
MILES COMPLETED							650 tons
TOTAL ESTIMATED QUANTITIES (CONTRACT)							631 tons
TOTAL QUANTITIES CORRECTED TO DATE							631 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							---
AVERAGE DAILY QUANTITIES							---
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							---
NUMBER OF SHIFTS PER DAY							---
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 17	Cloudy	1		
MONDAY 18	Rain	1		
TUESDAY 19	Cloudy	1		
WEDNESDAY 20	Fair	1		
THURSDAY 21	Cloudy	1		
FRIDAY 22	Cloudy	1		
SATURDAY 23				

Routing

Keasey — Richards
Bond — Glenn
Jackmond — Berg
Harwood
Johnsen
Walker

RECEIVED
AUG 25 1975
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	No Activity.
TUESDAY	Electrical inspector made final inspection of toilet building. Electrical components approved as completed.
WEDNESDAY	Received test results on water sample taken from faucets in new building. Test results indicate that water system is not contaminated and is therefore building is ready for use.
THURSDAY	Parks crew installing towel dispensers, paper holders, signs, etc.
FRIDAY	Building and parking area being readied for opening to public by parks, contractor work completed.
SATURDAY	

REMARKS

Continued compiling semi-final data in office; anticipate that semi-final will be submitted by 9/5/75. This is the final weekly report.

SIGNED C Anderson LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8110

January 20, 1975

Pacific City Water District
Pacific City, OR 97135

MISC. CONTRACTS and
AGREEMENTS No. 5788

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering water service at Nestucca Spit State Park in Tillamook County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc David Talbot
(conf. agree. att.)

8110

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 6, 1975

FILE:

FROM: Gary A. Scott GAS
State Recreation Director

SUBJECT: Status Report
B.O.R. funded projects

TO: Ed Hunter
Asst. State Highway Engineer

As of this date, the following projects have been submitted to and approved by the Bureau of Outdoor Recreation:

Letting Date	BOR Number	BOR Funds	Project Name
11-21-74	41-00650	$52,000	L & C Law School - Tryon Creek State Park Bikeway
12-19-74	41-00629	35,000	Honeyman SP Utility Building
2-27-75	41-00636	62,500	Nestucca Spit SP Day Use Area
2-27-75	41-00627	37,500	Cascadia SP Day Use Area
4th Qtr. 75	41-00615	63,750	Cottage Grove Bike Trail
Not on list	41-00628	32,652.65	Smelt Sands Day Use Area

The B.O.R. fund amounts shown are normally 50% of the estimated total cost but may be less than 50% in some cases. The letting dates are according to the schedule of December 5, 1974.

GAS:bs

cc: L. W. Rulien
V. D. Wolfe
J. H. Versteeg

NOTED
E. S. HUNTER

RECEIVED
JAN 6 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

vV OPTIC Nov

NOTIFICATION OF GRANT-IN-AID ACTION

Do Not Use This Space

1. STATE APPLICATION IDENTIFIER: 7406 2 230

2. *(Reserved for use by State central information reception agency)*

3. GRANTOR: a. Federal agency: Department of the Interior

b. Organizational unit: Bureau of Outdoor Recreation

c. Administering office—(1) Name: Northwest Region

(2) Address—Street or P.O. Box: 1000 Second Avenue | City: Seattle | State: WA | Zip Code: 98104

4. FEDERAL AGENCY GRANT IDENTIFIER: a. Code: 41-00636 | b. Title: Nestucca Spit State Park Day Use Area

c. Purpose: Initial development of a beach-oriented park, including access road, parking areas, a comfort station, utility connections, pathways, and fencing.

5. GRANTEE: a. Name: Oregon State Highway Division

b. Address—Street or P.O. Box: State Highway Building | City: Salem | State: Oregon | Zip Code: 97310

6. GRANTEE TYPE *(Check only the single most applicable box)*

a. State	b. Interstate	c. County	d. City	e. School district	f. Special unit	g. Community action	h. Sponsored organization	i. Other
☒	☐	☐	☐	☐	☐	☐	☐	☐

7. APPLICATION RECEIPT DATE Year	Month	Day	8. ACTION DATE Year	Month	Day	9. EFFECTIVE STARTING DATE Year	Month	Day	10. ENDING DATE Year	Month	Day
74	09	16	74	10	15	74	10	15	76	12	31

11. TYPE OF ACTION *(Check as many boxes as apply to this action)*

a. New grant	b. Continuation grant	c. Supplemental grant *(Identify agency in item 16)*	d. Change in existing grant: (1) Increase in duration	(2) Decrease in duration	(3) Cancellation	(4) Increase($)	(5) Decrease($)
☒	☐	☐	☐	☐	☐	☐	☐

12. AMOUNT OF CONTRIBUTION

a. Federal—(1) basic	(2) Supplemental	b. State	c. Local	d. Other
$ 62,500	$	$ 62,500	$	$

13. CATALOG OF FEDERAL DOMESTIC ASSISTANCE PROGRAM *(if none, clarify in item 16)*: a. Program Number: 15.400 | b. Supplemental Program Number:

14. AUTHORIZATION

a. Federal Budget Accounts	10-16-5005-0-2-405		
b. Public Laws	PL Title Sec.: P.L. 88-578, Sec. 5	PL Title Sec.	PL Title Sec.
c. U.S. Code	16 USC 460l - 4		

15. FACILITY LOCATION: *(For facility grant actions only)*

a. City: Immediately south of Pacific City on the Oregon coast. | b. County: Tillamook

16. REMARKS

State Liaison Officer: Mr. David G. Talbot
State Parks Superintendent
300 State Highway Building
Salem, Oregon 97310
503-378-6598

SF 240 Prepared by
Glenn D. Baker
206-442-4720

STANDARD FORM 240
June 1970 Bureau of the Budget Circular A-98
240-101

Exhibit A

UNITED STATES DEPARTMENT OF THE INTERIOR
Bureau of Outdoor Recreation
Land and Water Conservation Fund Project Agreement

State Oregon (Tillamook County)	Project Number 41-00636 (O.P. 816)

Project Title: Nestucca Spit State Park Day Use Area

Project Period: Date of Approval to 12-31-76

Project Scope (Description of Project)

Develop a beach-oriented day use area at Nestucca Spit State Park near Pacific City in Tillamook County. The work includes an access road, parking space, a restroom with septic tank, drain field, water and power connections, pathways to the beach, and a fence to encourage people to stay on the established paths.

41-057-0000
OR-Tillamook-N/A

Project Stage Covered by this Agreement

Not Applicable

Project Cost		The following attachments are hereby incorporated into this agreement:
Total Cost	$ 125,000	
Fund Support	50 %	1. General Provisions (December 1965)
Fund Amount	$ 62,500	2. Project Proposal
Cost of this Stage	$ 125,000	3. _____
Assistance this Stage	$ 62,500	4. _____

BOR 8-92
(Rev. April 1974)

The United States of America, represented by the Director, Bureau of Outdoor Recreation, United States Department of the Interior, and the State named above (hereinafter referred to as the State), mutually agree to perform this agreement in accordance with the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964), and with the terms, promises, conditions, plans, specifications, estimates, procedures, project proposals, maps, and assurances attached hereto and hereby made a part hereof.

The United States hereby promises, in consideration of the promises made by the State herein, to obligate to the State the amount of money referred to above, and to tender to the State that portion of the obligation which is required to pay the United States' share of the costs of the above project stage, based upon the above percentage of assistance. The State hereby promises, in consideration of the promises made by the United States herein, to execute the project described above in accordance with the terms of this agreement.

The following special project terms and conditions were added to this agreement before it was signed by the parties hereto: That this agreement is in accord with the approved project proposal which is hereby incorporated by reference.

This agreement is not subject to the provisions of Section B.2(d) of the attached General Provisions, dated December, 1965.

The site for this park was purchased in 7 parcels between December 1961 and July 1966.

Reference to $10,000 in B.2(a), (b), and (c) of the General Provisions is changed to $2,500.

In witness whereof, the parties hereto have executed this agreement as of the date entered below.

THE UNITED STATES OF AMERICA

By E G Allen
(Signature)

acting Reg Dir
(Title)

Bureau of Outdoor Recreation
United States Department of
the Interior

Date 10/15/74

STATE

Oregon
(State)

By Curtis H. Baker
(Signature)

Curtis H. Baker
(Name)

Recreation Staff Engineer
(Title)

INT: 4714-74

8110

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 12, 1974

Executive Department
Federal Aid Coordination Unit

L. W. Rulien
Project Management Engineer

Clatsop-Tillamook
Intergovernmental Council
Post Office Box 488
Cannon Beach, OR 97110

Notice of Intent for BOR Funds
State Administrative Dist. No. 1
Nestucca Spit Day-Use Area (OP 816)
Pacific City
Tillamook County

In accordance with the requirements of Circular No. A-95 of the Bureau of the Budget of the U.S. Government, attached are Notices of Intent for the subject project for your review and comment.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be as soon as possible. If additional information is desired, please contact Mr. Walter J. McCallum, phone 378-6596.

VB:bb
Attachments

cc: E. S. Hunter
D. G. Talbot
Walter J. McCallum
J. H. Versteeg
R. E. Royer
J. B. Boyd
H. S. Cox
Gary Potter
B. L. Gifford
R. N. Chase
E. L. Everton
C. O. Fredrickson

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	[1-8] PNRS #	[9] CARD TYPE:		Page One

02	[12] APPLICANT: Oregon State Highway Division	[45]	[46] DIVISION: Parks and Recreation			[79]
03	[12] APPLICANT ADDRESS STREET: State Highway Building	[45]	[46] CITY: Salem	[60]	[76] ZIP: 97310	[80]
04	[12] CONTACT PERSON: Curtis Baker	[45]	[46] AREA CODE [48] [49] PHONE: 503 378	[55]	[56] EXTENSION: 6598	[59]
01	[12] PROJECT TITLE: Nestucca Spit Day-Use Area (OP 816)				Dist. 1	[71]
11	[12] PROJECT LOCATION CITY: Pacific City	[45]	[46] PROJECT LOCATION COUNTY: Tillamook		See 5-1-4 for N.	[79]
05	[12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY): Initiate development of Nestucca Spit State Park near Pacific City. The master					[71]
06	[12] plan for this 483-acre site includes two beach access and one river access points,					[71]
07	[12] and a possible overnight camp. The initial project will include the northerly					[71]
08	[12] beach access, with a road, parking lot and rest rooms with a septic tank. Public					[71]
09	[12] meetings are scheduled on June 25 and 27, 1974.					[71]
10	[12]					

	FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	[12] (A) Grant [19]	[20] (B) Other [27]	[28] (C) State [35]	[36] (D) Local [43]	[44] (E) FUNDS [51]	[52] (F) FUNDS [60]
	62,500	-	62,500	-	-	125,000

13	[12] TYPE OF OTHER FEDERAL FUNDS (See 12B): -	[45]	[46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E): -	[79]
14	[12] FEDERAL PROGRAM TITLE: Land and Water Conservation Fund			[71]
15	[12] FEDERAL AGENCY NAME: Dept. of the Interior	[45]	[46] FEDERAL SUB-AGENCY NAME: Bureau of Outdoor Recreation	[79]

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE		REGIONAL		LOCAL		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	[ ] 31	[X] 32	[ ] 33	[X] 34	[X] 35	[ ] 36	[X] 37	[ ] 38	[ ] 39	[X] 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE: [41] MONTH [42] [43] DAY [44] [45] YEAR [46] — As soon as possible

ADDITIONAL INFORMATION — ALL APPLICANTS

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE): 15.400

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: June 12, 1974

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☒ Yes ☐ Date:

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY: Highway Div. (State Parks)

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C): SCORP

V. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN: None

(a) Federal Congressional District(s) Number(s): 1
(b) State Representative District(s) Number(s): 3
(c) State Senatorial District(s) Number(s): 2

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☒ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$ 62,500	$

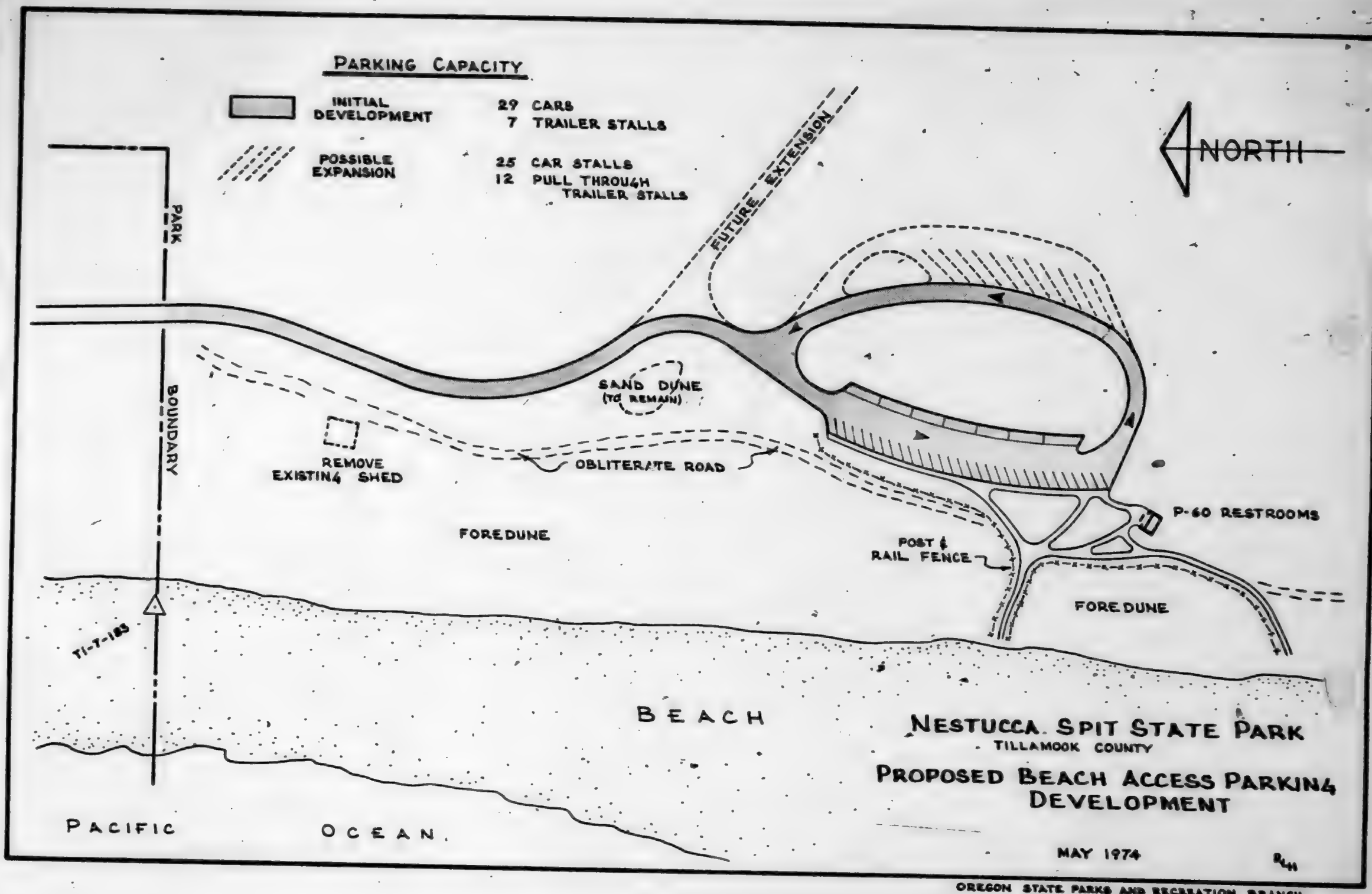
(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	% 50 $ 62,500	% 50 $ 62,500	% 100 $ 125,000
Second Year	% $	% $	% $
Third Year	% $	% $	% $

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐

REMARKS



NESTUCCA SPIT STATE PARK

TILLAMOOK COUNTY

PROPOSED BEACH ACCESS PARKING DEVELOPMENT

MAY 1974

RLH

OREGON STATE PARKS AND RECREATION BRANCH

8111 No. Powder-Baldock Slough 1975
Old Oreg. Tr. So. of LaGrande
(11.78 mi. paving)

8111

June 21, 1978

Mr. Charles C. Flower
Suite 2, Yakima Legal Center
303 East "D" Street
Yakima, WA 98901

Dear Mr. Flower:

Thank you for your letter of June 7, 1978, concerning Superior Asphalt & Concrete Company vs. Watson Asphalt Paving Co., Inc., on Contract Nos. 8102 and 8111.

We acknowledge the following notices of Release and Satisfaction of Superior Asphalt & Concrete Company signed by Albert DeAtley, Treasurer:

> Contract No. 8102, Pleasant Valley Interchange-Bubba Ranch Section of the Old Oregon Trail in Baker County.
>
> Contract No. 8111, North Powder-Baldock Slough Section of the Old Oregon Trail in Union and Baker Counties.

Our records indicate that the Superior Asphalt & Concrete Company claim was filed against Contract No. 8102 in the amount of $46,996.71. The claim was filed on February 11, 1977, in the Secretary of State's Office and was assigned File No. 5179.

This information is being noted in our records and we are advising the prime contractor and surety of the receipt of your letter.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:dda

cc Watson Asphalt Paving Co., Inc.
P. O. Box 845
Redmond, WA 98502

Safeco Insurance Co. of America
1500 S.W. First Avenue
Portland, OR 97201

LAW OFFICE OF
CHARLES C. FLOWER, P.S.
SUITE 2, YAKIMA LEGAL CENTER
303 EAST "D" STREET
YAKIMA, WASHINGTON 98901
(509) 248-9084

CHARLES C. FLOWER
JOHN C. MONTER

June 7, 1978

Mr. Cecil W. Head
Oregon Transportation Commission
121 Transportation Building
Salem, Oregon 97310

RE: Superior Asphalt & Concrete Co. vs. Watson Asphalt Paving Co., Inc.
Contracts No. OSHD8102 and 8111

Dear Mr. Head:

Enclosed for filing with your office and if necessary, with the Secretary of State's office are claimant's original Release of claims against retained contract proceeds and Watson's payment bond on this job.

Let me know if you need additional information.

Kindest regards,

Charles Flower

CHARLES C. FLOWER

CCF:pk

Enclosures

RELEASE AND SATISFACTION

TO: Secretary of State
State of Oregon
Salem, Oregon

AND TO: Oregon State Highway
Division and Department
Salem, Oregon

NOTICE IS HEREBY GIVEN that the claim of Superior Asphalt and Concrete Company, a Washington corporation, filed against the retention held on account of the work of Watson Asphalt Paving Co., Inc. for OSHD Contract No. 8111, North Powder - Baldock Slough in Baker and Union Counties, Oregon, has been satisfied, compromised and settled and is hereby released and discharged.

DATED this 10th day of June, 1978.

SUPERIOR ASPHALT AND CONCRETE CO.

By Albert DeAtley
Albert DeAtley, Treasurer

P. O. Box 1602
Yakima, Washington

RECEIVED
JUN 9 1978
COMMUNICATION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF WASHINGTON)
) ss.
County of King)

On this 6th day of June, 1978, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn personally appeared ALBERT DeATLEY, to me known to be the Treasurer of SUPERIOR ASPHALT AND CONCRETE CO., the corporation that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that he is authorized to execute the said instrument and that the seal affixed is the corporate seal of said corporation.

WITNESS my hand and official seal hereto affixed the day and year in this certificate above written.

Patricia A. Kister
Notary Public in and for the State of Washington, residing at Yakima.

RELEASE AND SATISFACTION

TO: Secretary of State
State of Oregon
Salem, Oregon

AND TO: Oregon State Highway
Division and Department
Salem, Oregon

NOTICE IS HEREBY GIVEN that the claims of Superior Asphalt and Concrete Company, a Washington corporation, filed against that certain bond taken from Safeco Insurance Company of America, as surety, by Waston Asphalt Paving Company, Inc., as principal, for the work on OSHD Contract No. 8111, North Powder - Baldock Slough in Baker and Union Counties, Oregon, and the attendant costs and attorneys' fees therein claimed, has been satisfied, compromised and settled and is hereby released and discharged.

DATED this 6th day of June, 1978.

SUPERIOR ASPHALT AND CONCRETE CO.

By _____
Albert DeAtley, Treasurer

P. O. Box 1602
Yakima, Washington

STATE OF WASHINGTON)
) ss.
County of King)

On this 16th day of June, 1978, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn personally appeared ALBERT DeATLEY, to me known to be the Treasurer of SUPERIOR ASPHALT AND CONCRETE CO., the corporation that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that he is authorized to execute the said instrument and that the seal affixed is the corporate seal of said corporation.

WITNESS my hand and official seal hereto affixed the day and year in this certificate above written.

Patricia A. Kester
Notary Public in and for the
State of Washington, residing
at Yakima.

June 27, 1977

Heisler & Van Valkenburgh
Attorneys at Law
214 East Fifth Street
The Dalles, OR 97058

Attention: M. D. Van Valkenburgh

Gentlemen:

Reference is made to your recent letter concerning Watson Asphalt Paving Company.

Watson Asphalt Paving Company, Inc., has performed three projects for this Department as prime contractors as follows:

Contract No. 8102, Pleasant Valley Interchange-
Bubbs Ranch Section in Baker County.
Awarded February 7, 1975
Completed October 29, 1976
Accepted June 7, 1977

Contract No. 8111, North Powder-Baldock
Slough Section in Union and Baker Counties.
Awarded February 7, 1975
Completed July 25, 1975
Accepted January 29, 1976

Contract No. 8209, East Hood River Interchange-
Rowena Section in Hood River and Wasco Counties.
Awarded May 29, 1975
Completed November 3, 1976
Not yet accepted

Our Construction Office shows no record of Watson Asphalt Paving Company subcontracting any work during the months of March and April 1977.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fhm

6-20-77

Re: Van Valkenburgh's 6-17 letter

Cecil Head

Josh Sawyer says the last date the certified payrolls show Paul Mills is Aug. 6, 1976 for Contract 8209. The project was completed well before March of '77. This is the only recent job I can find Watson working on.

I have no consent for subcontr. work for Watson Asph. so it would appear the individual was not working on any of our jobs during the disputed period.

W. Richards

Original Attachments

xc: Josh Sawyer w attach
Region 4

Heisler & Van Valkenburgh
ATTORNEYS AT LAW
214 EAST FIFTH STREET
THE DALLES, OREGON 97058

DONALD E. HEISLER
M. D. VAN VALKENBURGH
STANLEY D. HEISLER
J. THOMAS COATS

TELEPHONE: (503) 296-4654

June 17, 1977

Oregon State Highway Department
STATE OF OREGON
Salem, Oregon 97310

Gentlemen:

Please be advised that I am proceeding to file a Complaint for wages due Paul Henry Mills by Watson Asphalt Paving Co., Inc., of Redmond, Washington. It is my understanding that Watson Asphalt Paving Co., does work upon bid with the Oregon State Highway Department. Would you please advise me of any Highway work that they were doing during the months of March and April, 1977, in the State of Oregon.

Yours truly,

M. D. Van Valkenburgh

MDV:cb

Routing
Keasey — Bond — Jackmond — Harwood — Johnsen — Walker
RECEIVED
JUN 20 1977
CONSTRUCTION SECTION
Richards — Glenn — Berg

RECEIVED
STATE HWY ENGR
JUN 20 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Heisler & Van Valkenburgh
ATTORNEYS AT LAW
214 EAST FIFTH STREET
THE DALLES, OREGON 97058

DONALD E. HEISLER
M. D. VAN VALKENBURGH
STANLEY D. HEISLER
J. THOMAS COATS

TELEPHONE: (503) 296-4654

June 17, 1977

COPY

Watson Asphalt Paving Co., Inc.
Schroeders'
19220 N. E. 80th
Redmond, Washington 98052

Re: Paul Mills

Gentlemen:

Please find enclosed your check No. 10475 in the sum of $165.81. Mr. Mills denies taking any of your property and I have been authorized to file suit for wages unpaid and past due plus attorneys' fees and court costs.

Yours truly,

M. D. Van Valkenburgh

MDV:cb
Enclosure

cc: Oregon State Highway Department

8111

December 7, 1976

Mr. George Allison
Construction Bureau
State Highway Commission
Helena, Montana 59601

Dear Mr. Allison:

Mr. Peter Schroeder of Watson Asphalt Paving Co., Inc., of P.O. Box 845, Redmond, Washington, has asked me to drop you a note concerning their contracting with this Department.

This firm has performed three jobs for us as a prime contractor as follows:

Contract No. 8102
Grading, paving, guardrail and signing
Pleasant Valley Interchange-Bubbs Ranch Section
Old Oregon Trail, Baker County
Amount of contract and bond - $3,094,248.50
Completed October 29, 1976; not yet accepted.

✓Contract No. 8111
Paving
North Powder-Baldock Slough Section
Old Oregon Trail, Union and Baker Counties
Amount of contract and bond - $483,434
Completed July 25, 1975; accepted January 29, 1976.

Contract No. 8209
Grading, paving, barriers and signing
East Hood River Interchange-Rowena Section
Columbia River Highway
Hood River and Wasco Counties
Amount of contract and bond - $4,032,598
Completed November 3, 1976; not yet accepted.

Their work on these projects was satisfactory, and their contract performance was above average.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

sr

8111

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 24, 1976

Rainier Bank
PO Box 559
Kirkland, WA 98033

Attention: James R. Shideler

Re: Watson Asphalt Paving Co.
Contract 8111

Our contract 8111 with Watson Asphalt Paving Co., Inc., has been finaled. Therefore, we release our claim on TCD 49527, $29,000. Safekeeping receipt # 9567, covering the certificate, is enclosed.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl
Enclosure
cc: Watson Asphalt Paving Co.

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File Copy

NOTED
C. W. HEAD

Form 81-734-3122

8111

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 18, 1976

Rainier Bank
PO Box 559
Kirkland WA 98033

Attention: James R. Shideler

Re: Watson Asphalt Paving Co.
Contract 8111

We received your safekeeping receipt # 9567, covering TCD # 49527, in the amount of $29,000. This replaces TCD # 49513, (Safekeeping receipt # 9562) which has matured. There is no change in the amount deposited in lieu of retainage on contract 8111.

A copy of the safekeeping receipt for the matured certificate is enclosed.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl
Enclosure
cc: Watson Asphalt Paving Co.

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File Copy

Form 81-734-3122

RAINIER BANK

February 12, 1976

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Att: Vernon E. Skoog
Controller

Gentlemen:

Enclosed is our Safekeeping Receipt in your favor covering retainage due on the following Oregon State Highway Division construction contract.

Safekeeping Receipt	Contract Number	Amount
9567	8111	$29,000.00

Your letter dated October 31,1975 provides for replacement of maturing Certificates of Deposit, however, we are asking that you acknowledge release of the following CD and Safekeeping receipt previously issued and replaced by the above.

Please acknowledge below and return a copy in the enclosed envelope.

Sincerely,

James R. Shideler
Assistant Vice President
and Manager

JRS: th
Enclosures

Oregon State Highway Division hereby releases any and all interest in the following Safekeeping Receipt and/or Certificate of Deposit which is replaced as above.

Safekeeping Receipt	Certificate
9562	49513

_____

_____ Date

SAFE KEEPING RECEIPT
NOT NEGOTIABLE

Kirkland BRANCH Kirkland WASHINGTON

No 9567

NATIONAL BANK OF COMMERCE of Seattle

DATE February 12, 1976

RECEIVED FROM OREGON STATE HIGHWAY DIVISION
AND WATSON ASPHALT PAVING CO., INC.

COLLECT

Rainier Bank Time Certificate of Deposit #49527, dated Feb. 4, 1976 in the amount of $29,000.00, written for 30 days, with interest at 4 3/8%, payable March 5, 1976.
In lieu of retainage on contract 8111

INT.
PRIN.
CREDIT
REMIT

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.
PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

Customer Signature

MANAGER, SAFEKEEPING DEPT.

SD 1917 R7-67

- 8111

75

February 6, 1976

Safeco Insurance Company of America
1500 S.W. First Ave.
Portland, OR 97201

Gentlemen:

On January 19, 1976, we wrote to you concerning release of final payment on Contract No. 8111 awarded to Watson Asphalt Paving Company, Inc., for work on the North Powder-Baldock Slough Section of the Old Oregon Trail in Union and Baker Counties.

The total amount of this contract is $513,041.30 including $2,571.74 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Watson Asphalt Paving Co., Inc.
P. O. Box 845
Redmond, WA 98052

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

8111

OREGON STATE HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 27, 1976

Rainier Bank
Kirkland Office
PO Box 559
Kirkland, WA 98033

Attention: James R. Shideler

Re: Watson Asphalt Paving
Contracts 8102, 8111, 8209

We received your safekeeping receipt # 9563, covering TCD # 49513, $29,000 to be used in lieu of retainage on our contract 8111 with Watson Asphalt Paving Company. This replaces TCD 49505, $29,000 and results in no change on the amount deposited on contract 8111.

Also received was your safekeeping receipt #9563, covering TCD # 49516, $12,000, to be used as a deposit in lieu of retainage as follows: Contract 8102 - $1,000 and contract 8209 - $11,000.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Watson Asphalt Paving Co.

bc: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

NOTED
C. W. HEAD

81-734-3122

SAFE KEEPING RECEIPT
NOT NEGOTIABLE

Kirkland BRANCH Kirkland WASHINGTON No. 9562

NATIONAL BANK OF COMMERCE of Seattle

RECEIVED FROM OREGON STATE HIGHWAY DIVISION
AND WATSON ASPHALT PAVING CO., INC.

DATE January 22, 1976

Rainier Bank Time Certificate of Deposit #49513, dated January 5, 1976, in the amount of $29,000.00, written for 30 days at 4 5/8% interest, payable February 4, 1976.

COLLECT
INT.
PRIN.
CREDIT
REMIT

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.
PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

SD 1817 R 7-67

CUSTOMER SIGNATURE

MANAGER, SAFEKEEPING DEPT.

SAFE KEEPING RECEIPT
NOT NEGOTIABLE

Kxx = Kirkland BRANCH Kirkland WASHINGTON No. 9563

NATIONAL BANK OF COMMERCE of Seattle

RECEIVED FROM OREGON STATE HIGHWAY DIVISION

AND WATSON ASPHALT PAVING CO., INC.

DATE January 22, 1976

COLLECT

Rainier Bank Time Certificate of Deposit, dated January 12, 1975, #49516, in the amount of $12,000.00, written for 53 days with interest at 4 5/8%, payable March 5, 1976.

In lieu of retainage: Cont. #8209 - $11,000.00
#8102 - $1,000.00

INT.	
PRIN.	
CREDIT	
REMIT	

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.
PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

SD 1817 R 7-67

CUSTOMER SIGNATURE

MANAGER, SAFEKEEPING DEPT.

8111

OREGON STATE HIGHWAY DIVISION

December 9, 1975

bc: ~~C. W. Head~~
J. Bond
R. Church
C. Barrett
File

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Rainier Bank
PO Box 559
Kirkland, WA 98033

Attention: James R. Shideler

Re: Watson Asphalt Paving Co.
Contracts 8102, 8111, 8209

We received your safekeeping receipts 9554 and 9555 covering TCD's 49507, $190,000, and 49505, $29,000, to be used as deposits in lieu of retainage on our contracts with Watson Asphalt Paving Inc. We enclose safekeeping receipts 9518, 9529, 9545, 9540 and 9552 for securities totaling $185,000.

The amounts of the new certificates, the certificates for which we release Highway Division interest, and the net change in amounts on deposit on our contracts with Watson Asphalt Paving are as follows:

Cont.	Safekeeping Rect #	Replacement Amount	Matured Amount	Net Increase (Decrease)
8102	9518		$43,000	
	9529		2,200	
	9540		14,000	
	9545		22,000	
	9552		20,000	
	9554	$120,000		$18,800
8111	9529		29,000	
	9555	29,000		0
8209	9529		2,800	
	9540		26,000	
	9545		16,000	
	9552		10,000	
	9554	70,000		15,200

V. E. Skoog, Controller

by

Janice Peterson
Contract Payments Executive

cc: Watson Asphalt Paving

Form 81-734-3122

SAFE KEEPING RECEIPT
NOT NEGOTIABLE

KIRKL BRANCH KIRKLANI WASHINGTON No. 9555

NATIONAL BANK OF COMMERCE of Seattle

formerly The National Bank of Commerce of Seattle

RECEIVED FROM OREGON STATE HIGHWAY DIVISION AND WATSON ASPHALT PAVING CO, INC.

DATE December 5, 1975

COLLECT

T.C.D. #49505 dated 12/5/75, maturity date ~~12~~ 6/5/76, in the amount of $29,000.00. Funds in this T.C.D. to be released to Watson Asphalt Paving, Inc. only upon written notice to disburse from Oregon State Highway Div.

In lieu of retainage on Contract #8111- $29,000

INT.

PRIN.

CREDIT RECEIVED
DEC 8 1975
REMIT CONTRACT ACCOUNTING

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.
PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

SD 1917 R 7-67

CUSTOMER SIGNATURE

MANAGER, SAFEKEEPING DEPT.

SAFE KEEPING RECEIPT
NOT NEGOTIABLE

Kirkland BRANCH Kirkland WASHINGTON No. 9554

NATIONAL BANK OF COMMERCE of Seattle

RAINIER NATIONAL BANK formerly The National Bank of Commerce of Seattle

RECEIVED FROM OREGON STATE HIGHWAY DIVISION AND WATSON ASPHALT PAVING CO, INC

DATE December 5, 1975

T.C.D. #49507 dated 12/7/75, mautrity date 6/2/75 in the amount of $190,000.00. Funds in this T.C.D. to be released to Watson Asphalt Paving, Inc. only upon written notice to disburse from Oregon State Highway Division.

In lieu of retainage on Contract #8102 -$120,000.00
#8209 -$ 70,000.00

COLLECT
INT.
PRIN.
CREDIT

RECEIVED
REMIT DEC 8 1975
CONTRACT ACCOUNTING

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.
PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

SD 1917 R 7-67

CUSTOMER SIGNATURE

MANAGER, SAFEKEEPING DEPT.

5

RAINIER BANK

December 5, 1975

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Att: Vernon E. Skoog
Controller

Gentlemen:

Enclosed are our Safekeeping Receipts in your favor covering retainages due on the following Oregon State Highway Division construction contracts.

Safekeeping Receipt	Contract Number	Amount
9555	8111	$29,000
9554	8209	70,000
9554	8102	120,000

Your letter dated October 31, 1975, provides for replacement of maturing Certificates of Deposit, however, we are asking that you acknowledge release of the following CDs and Safekeeping Receipts previously issued and replaced by the above.

Please acknowledge below and return a copy in the envelope enclosed.

Sincerely,

James R. Shideler
Assistant Vice President
and Manager

Oregon State Highway Division hereby releases any and all interest in the following Safekeeping Receipts and/or Certificates of Deposit which are replaced as above.

Safekeeping Receipt	Certificate
9552	48437
9545	48427
9540	129844
9529	129821
9518	48428

RECEIVED
DEC
ACCOUNTING

Date

8111

13

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: North Powder-Baldock Slough	WEEK ENDING: November 14, 1975
		SECTION PREFIX: 601-1082
	HIGHWAY: Old Oregon Trail	COUNTY: Union and Baker
NAME OF JOB: North Powder-Baldock Slough Section	KIND OF WORK: Paving	
CONTRACTOR: Watson Asphalt Paving Co.	CONTRACT NUMBER: 8111	FEDERAL AID PROJECT NUMBER: I80N-7(46)284
DATE OF CONTRACT: 2/7/75	DATE WORK STARTED: 3/10/75	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 125	CALENDAR DAYS USED 137
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 109.6
PROJECT AUTHORIZATION: $ 558118.09		
EXCLUSIVE OF ENGINEERING: $ 513,862.03	ENGINEERING AUTHORIZATION $ 44256.06	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
	This Week 0.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 516,293.38	ENGINEERING COST TO DATE $ 41852.85	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100.4
ESTIMATED PERCENT: OVERRUN ..... 0.47 %	PERCENT OF AUTHORIZATION ..... 94.3 %	DATE PROJECT WAS COMPLETED: July 25, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					11.78
MILES PARTIALLY COMPLETED					
MILES COMPLETED					"
TOTAL ESTIMATED QUANTITIES (CONTRACT)					30300 ton
TOTAL QUANTITIES CORRECTED TO DATE					32332 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					"
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9	Clear, cool	0		
MONDAY 10	Cldy, snw shwrs	0		
TUESDAY 11	Clear, cool, wndy	0		
WEDNESDAY 12	Same	0		
THURSDAY 13	Cldy, rain, wndy	0		
FRIDAY 14	Cldy, cool	0		
SATURDAY 8	Prtly cldy, cool	0		

Routing

Keasey — Richards
Bond — Glenn
Jackmond — Berg
Harwood
Johnsen
Walker

RECEIVED
NOV 17 1975
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity.
MONDAY	Same
TUESDAY	Same
WEDNESDAY	Same
THURSDAY	Same
FRIDAY	Same
SATURDAY	Same

REMARKS

Semi-final completed and turned in to Region Office XXI November 14, 1975

SIGNED H W Fullmer LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8121 9-11-75 STATE COPY

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
9-72		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
		Union & Baker
MODIFICATION NUMBER		PROJECT NUMBER
1		I-80N-7(46)284

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 20, , 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 540,907	$ 580,198
Federal Funds	$ 499,148	$ 535,406
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11th day of September, 19 75.

Oregon State Highway Division
(Official name of Highway Department)

By E J Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R.O. Wright
(Division Engineer)
for: G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division
Salem, Oregon, September 3, 1975

Federal-aid Project
No. I-80N-7(46)284

NORTH POWDER-BALDOCK SLOUGH SECTION
OLD OREGON TRAIL HIGHWAY IN BAKER AND UNION COUNTIES

Revised Project Agreement Estimate.

Type Code 6203
Pavement Seal (Sta. 1190+00 to Sta. 1812+00)

Mobilization	All Required		$ 40,220.00
Temporary Protection and Direction of Traffic	All Required		7,500.00
*Temporary Signs	1,714 sq.ft.	7.00	11,998.00
*Flagmen	513 hours	12.00	6,156.00
*Class "E" Asphalt Concrete Mixture	32,332 tons	7.98	258,009.36
*Asphalt Cement in Mixture	2,260 tons	73.00	164,980.00
*Portland Cement Additive in Class "E" Mixture	275 tons	50.00	13,750.00
*Asphalt in Tack Coat	139 tons	100.00	13,900.00
			$516,513.36

Anticipated Items

Material Source, Royalty Payment (S.F.)	20,000 cu.yds.	0.10	$ 2,000.00
Permanent Pavement Striping (S.F.)	All Required		4,500.00
On-the-Job Trainee (1 @ $800)	All Required		800.00
Seeding & Fertilizing BLM Quarry (E.W.)	All Required		1,000.00
EW02 Paving Dams	All Required		2,640.00
			$ 10,940.00
Subtotal			$527,453.36
Engineering			52,744.64
Total			$580,198.00

*Changes in Quantities.

Length of Project - - - - - 11.78 miles

Cost of Roadway Per Mile- - $49,252.80

Federal Funds - - - - -

8111

No. 9529

B

Robert Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 12, 1975

Rainier National Bank
PO Box 559
Kirkland, OR 98033

Attention: James R. Shideler

We received your Safekeeping Receipt #9529, in the amount of $34,000, to be used in lieu of retainage on our contracts with Watson Asphalt Paving Co. The Safekeeping Receipt covers bank bond #129821 and will be distributed on contracts as follows:

Contract	Amount
8102	$ 2,200
8111	29,000
8209	2,800

The proceeds of this bank bond should not be released to the contractor except upon written notice from the Highway Division.

Vernon E. Skoog
Controller

By

R. J. Hacek
Accounting Systems Officer

JP:pl

cc: Watson Asphalt Paving Co.

SAFE KEEPING RECEIPT
NOT NEGOTIABLE

Kirkland BRANCH Kirkland WASHINGTON No. 9529

NATIONAL BANK OF COMMERCE of s. .

RECEIVED FROM State of Oregon

DATE August 7, 1975

COLLECT

Rainier BankBond #129821 in the amount of $34,000.00 payable to Watson Asphalt Paving Co., Inc and State of Oregon, dated 8-7-75, endorsed by Watson
interest 5%.
In lieu of retainage on Interstate 80: - Contract #8102 - $2,200
" #8209 2,800
" #8111 29,000

INT.
PRIN.
CREDIT
REMIT

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.

PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

SD 1917 R 7-67

CUSTOMER SIGNATURE

Dorothy E Hamm
MANAGER, SAFEKEEPING DEPT.

RAINIER BANK

August 7, 1975

RECEIVED
AUG - 8 1975
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

Attention: R. I. Hacek
State of Oregon, Finance Branch
Highway Building
Salem, Oregon 97310

Gentlemen:

Re: Watson Asphalt Paving Co., Inc., in lieu of retainage
Contract #8102 - $ 2,200.00
Contract #8209 - 2,800.00
Contract #8111 - 29,000.00

Enclosed is our Safekeeping Receipt #9529 on a Non-negotiable "Rainier BankBond" #129821 in the amount of $34,000.00, payable to Watson Asphalt Paving Co., Inc. and the State of Oregon. The instrument has been endorsed by Watson and we are holding it in your behalf in lieu of retainage on the subject contract.

Sincerely,

James R. Shideler
Assistant Vice President
and Manager

JRS:dh
Enclosure

AUG 11 1975
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

RAINIER NATIONAL BANK | Kirkland Office | 101 Kirkland Avenue P.O. Box 559 | Kirkland, Washington 98033 | Phone (206) 822-1214

Oregon State Highway Division

Federal-aid Project
No. I-80N-7(46)284

NORTH POWDER-BALDOCK SLOUGH SECTION

OLD OREGON TRAIL HIGHWAY IN BAKER AND UNION COUNTIES

Salem, Oregon, February 13, 1975

Project Agreement Estimate

Type Code 6203
Pavement Seal (Sta. 1190+00 to Sta. 1812+00)

Mobilization	All Required		$ 40,220.00
Temporary Protection and Direction of Traffic	All Required		7,500.00
Temporary Signs	1,480 sq.ft.	7.00	10,360.00
Flagmen	400 hours	12.00	4,800.00
Class "E" Asphalt Concrete Mixture	30,300 tons	7.98	241,794.00
Asphalt Cement in Mixture	2,120 tons	73.00	154,760.00
Portland Cement Additive in Class "E" Mixture	300 tons	50.00	15,000.00
Asphalt in Tack Coat	90 tons	100.00	9,000.00
			$483,434.00

Anticipated Items

Material Source, Royalty Payment (S.F.)	20,000 cu.yds.	0.10	$ 2,000.00
Permanent Pavement Striping (S.F.)	All Required		4,500.00
On-the-Job Trainee (1 @ $800)	All Required		800.00
Seeding & Fertilizing BLM Quarry (E.W.)	All Required		1,000.00
			$ 8,300.00
Subtotal			$491,734.00
Engineering			49,173.00
Total			$540,907.00

Length of Project - - - - 11.78 miles

Cost of Roadway Per Mile- $45,917.40

Federal Funds - - - -

8111 1-22-75

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-80N-7(46)284

STATE PROJECT NO.: N. Powder-Baldock Slough

FROM: G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-796

COUNTY NAME: Union & Baker

PROGRAM STAGE (Check): ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
January 8, 1975	January 8, 1975	Interstate Route 80N / Old Oregon Trail Primary 6

GENERAL LOCATION:

I-80N, 0.2 mile north of North Powder, south 11.78 miles

RECEIVED
STATE HWY ENGR
JAN 27 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Ack

GENERAL DESCRIPTION OF WORK:

Pavement Seal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)

Material Source Royalty Payment (S.F.)	$2,000.00
Permanent Striping (S.F.)	$4,500.00
On-the-Job Training	$ 800.00
Seed & Fertilize BLM Quarry	$1,000.00

☒ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT ☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your estimate.

Mr. Rulien's January 6, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed copy of the Title Sheet is returned herewith.

1-28-75
ORIGINAL TO
w/att. L. W. Rulien

RECEIVED
JAN 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-22-75	Wayne L. Cornett	Division Engineer

FORM PR-1242 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8111

FORM S-80

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

PRO 4-3

DATE January 16, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Powder River-Baldock Slough Section
Old Oregon Trail Highway
Baker County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
G. N. Hopkins
D. E. Swan
B. L. Gifford
Region 5 (W. E. Schwartz)
District 13 (G. A. Starkey)

APPROVED
ESH
E. S. Hunter
Date 1-20-75

1-20-75
L.W. Rulien
wptt.

RECEIVED
JAN 17 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date December 22, 1974

A. PROJECT IDENTIFICATION

Name of Project Powder River-Baldock Slough (Section) I-80N-7(46)284

Location of Project Old Oregon Trail Highway (Highway Name) I-80N (Highway No., US - ORE)

(City) Baker (County) 5 (Region)

Program Federal Aid Interstate(75) (Funding) $675,000.00 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Upgrade existing highway to conform to current safety and structural standards.

Origin and History: This project is part of an F.H.W.A. program to provide a skid-resistant pavement seal to new construction on the interstate system.

C. DESCRIPTION OF PROJECT

Length 7.08 miles

Termini Station 1438+00 - Station 1812+00

Project entails placing a 1-inch seal on existing highway.

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY 3 PROJECT

Non-major

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Right-of-way requirements are within present O.S.H.D. right of way. Surrounding land primarily grazing.

Typical Section 38 foot wide section (Travel lanes and shoulders).

Structures None

Characteristics (ADT) 4050

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☐ Yes ☒ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

The limited scope of this project precludes the consideration of alternatives in addition to that proposed.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type _____ Tentative Date(s) _____

A-95 Review: ☐ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The proposed project is located at an elevation of about 3,400 feet msl, within that section of I-80N that skirts the eastern and central portion of the Baker Valley. Topography is hilly to relatively flat. I-80N cuts through the alluvial fans of the Magpie Peak (el. 4,560) area about midway through the project at an elevation exceeding 3,500 feet msl. Elevation at Baldock Slough, a tributary of the Powder River, is about 3,300 feet. Local vegetation reflects the xeric conditions of the Baker Valley. Annual average precipitation is about 8 inches, most of which occurs as snow (35 inches). Hillside vegetation is predominantly big sagebrush (Artemisia tridentada). Alkali saltgrass (Distichlis stricta) is common along Baldock Slough and the tortuous Powder River. The area abounds in birds of prey and fur bearing mammals.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Contiguous land is primarily utilized for grazing and the growth of grain and hay crops (alfalfa). Air quality remains good, as there is not sufficent industry to alter existing conditions. There are no utilities in conflict with the proposed project. Present plans include the utilization of the BLM owned Magpie Peak quarry in the S ½ of Sec. 27 and the N½ of Sec. 34 for the manufacture of about 30,000 yds.^{3} of crushed materials. This source was previously used in the comprehensive Powder River-Baldock Slough construction project (I 80N-7(33)289, Jan. 1971). Plans for quarry utilization have been submitted to the Department of Geology and Mineral Industries for approval (August, 1974). Access easements have been negotiated. The dead-haul distance from quarry to project is about 1 mile (Cully Lane).

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None. Existing R/W utilized. Access easements to materials source has been negotiated.

Consequences:

No significant consequences.

2. Estimated Changes in Traffic Patterns:

Construction will be planned so that one lane is open to traffic at all times.

Consequences:

Traffic will be inconvenienced during the duration of construction.

3. Estimated Changes in Land Use:

None

Consequences:

None

4. Expected Adverse Effects on Natural Ecological Resources:

No significant adverse effects in the construction or materials source areas are anticipated.

Consequences:

Not discernible

5. Expected Adverse Effects on Cultural and Scenic Resources:

No significant adverse impacts

Consequences:

Temporary visual blight from construction activities.

6. Preliminary Identification of Areas of Critical Environmental Concern:

No areas of critical environmental concern have been identified.

7. Potential for Controversial Issues:

None identified.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☐ Section 4(f)
- ☐ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☐ Other _____

According to Chapter I of Title 23 CFR, Part 771, this project is deemed a non-major action.

8111 — 8111 — 80

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-80N-7(46)284
Powder River-Baldock Slough Section
Environmental Assessment

DATE: January 7, 1975

In reply refer to: 1041DA.5

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment has been reviewed. We concur in your finding that the project constitutes a non-major action.

We are returning one copy of the project assessment.

William L. Kappes
G. L. Green

Attachment
Project Assessment

RECEIVED
STATE HWY ENGR.
JAN 8'75
RE. - R TO
FOR
Info | Invest | R/D | D/R | Sign | ET

RECEIVED
JAN 10 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1-10-75
L. W. Lulien
Watt.

RECEIVED
A.L. CHNS.

1-10-75
Lulien
Please handle

TRANSACTION NUMBER 12-53

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 12-20-74

BY (Signature): L.W. RULIEN'S DECEMBER 11, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS _____

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 796 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
796	I-80N-7(46)284	11.78	675,000	622,890	NORTH POWDER-BALDOCK SLOUGH SECTION. UNION AND BAKER COUNTIES - STATE OF OREGON.	PAVEMENT SEAL

RECEIVED
STATE HWY ENGR
DEC 24 '74
REFER TO
FOR
Invest. R/D D/P Stan Act File

REMARKS (Division)

ORIGINAL TO
Rulien
12-27-74

NOTED
E. S. HUNTER
Send To Rulien

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		12-20-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-46
(Rev. 8-71)

GPO 915-690

12-20-74

8111

8111

December 11, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-80N-7(46)284

We are forwarding program data for one Interstate project, Item No. 796, Project No. I-80N-7(46)284," N. Powder-Baldock Slough Section", which we desire to have included in the Federal-aid Interstate Highway Program.

It is our present intention to receive bids for this project on January 30, 1975.

We request your concurrence that this project is stage construction and that the requirements of IM 50-1-70, PPM 90-1 and PPM 20-8 were accomplished under projects I-80N-7(32)284 and I-80N-7(33)289.

Enclosure:

DH:wm

Budget Bureau No. 41-R2067; Approval Expir

U.S. DEPARTMENT
BUREAU OF

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H. Q.

FORM PR-1 (REV. 4-61)

12-11-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER: 1 (19)(20) — PROJECT LOCATION (45 typewriter spaces): I-80N, 0.2 mi. N. of N. Powder, S. 11.78 mi. 21 68

ADT — PRESENT: 4,000 — FUTURE: 6,800 (66) — YEAR: 94 (70)(71)(72) — REGION: 10 — STATE NAME: OREGON — STATE CODE: 41 (2)(3)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Pavement Seal 28 62 — NATL. FOREST (63)(68) — FH ROUTE NO. (66)(68) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71)(72) — EMERG. YR. (73) — PL. AUTH YR (74)(75)

PROJECT NUMBER — PREFIX LETTER(S): I- 14 23 — NUMBER: 80-7 7 — SEQ. NO.: (46) 13

CARD 4 — CLASS OF FEDERAL FUNDS: Interstate — NAME OF URBAN AREA 17-31

COUNTY NAME: Union & Baker — CODE: 001 (14)(15) 061

ROUTE NO. I — FEDERAL-AID: I-80N (32) — STATE: 6 (36)(37) — U.S.: I-80N (41)

CARD 5

LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHA PRO (Ful
1	(14-15)	(16)	41	42	43 46	53	(54) (58)	(59) (66)	(67) (76)			
5				PE		I-80N, 0.2 mi. North of North Powder, South 11.78 mi.						Pavemen
5				ROW								
5				CONST (CODE) 6203		"N. Powder-Baldock Slough Section"	11.78	675,000	622,890	52,110		ROW 280 Access Parking comple
						PROJECT TOTALS	11.78	675,000	622,890	52,110		

(18) (23) (24) (33)

CARD 1 — CODE 1 — PREPARED BY

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

REMARKS
Additional Data: Item Nos. 630 & 635
Project Nos. I-80N-7(32)284, & I-80N-
respectively.

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

12-11-74

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-80N, 0.2 mi. N. of N. Powder, S. 11.78 mi.	ADT	4,000	6,800	94	10	OREGON	41	042	796

POSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
al								I-	80-7	(46)	284	N

FUNDS: Interstate

AREA

COUNTY NAME: Union & Baker — CODE: 061 001

ROUTE NO. I — FEDERAL-AID: I-80N — STATE: 6 — U.S.: I-80N

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-80N, 0.2 mi. North of North Powder, South 11.78 mi.						Pavement Seal
ROW								
CONST (CODE) 6203		"N. Powder-Baldock Slough Section"	11.78	675,000	622,890	52,110		ROW 280' min.; Access control - full Parking restrictions- complete
PROJECT TOTALS			11.78	675,000	622,890	52,110		

PREPARED BY

PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item Nos. 630 & 635;
Project Nos. I-80N-7(32)284, & I-80N-7(33)289,
respectively.

(over)

USCOMM DUBCOMM-DC 43606-P61

N. POWDER-BALDOCK SLOUGH SEC.

PROJECT NO. I-80N-7(46)284

Project Data: This project consist of placing pavement seal on the existing travel lanes and paved shoulder areas.

Requirements of IM 50-1-70; PPM 90-1; PPM 20-8: This project is considered stage construction as part of the work necessary to complete this section to Interstate Standards. The basic pavement structure for this section was accomplished under Projects I-80N-7(32)284 and I-80N-7(33)289, therefore, data concerning requirements of IM-50-1-70, PPM 90-1 and PPM 20-8 have been submitted previously under said projects.

FHWA under memorandum of November 21, 1973 approved an open-graded plant-mix seal for this section.

Unusual Circumstances: The specifications for this project will require the contractor to utilize a mandatory material source. FHWA memorandum of October 24, 1974 concurs that it is in the public interest to designate a mandatory material source for this project.

Note: (1) On-the-job trainees, as set forth in FHWA Order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) This project is in Congressional District No. 2.

Data for PR-37:

Baker County ------ 92.8%
Union County ------ 7.2%

8111

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Oregon Project I-80N-7(-)
North Powder-Baldock Slough Section
Old Oregon Trail Highway
SUBJECT: Mandatory Material Source

DATE: October 24, 1974

In reply refer to: 1041DA.5

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Terpin's memorandum of October 22, 1974, we concur that it is in the public interest to designate the subject material source as a mandatory source.

NOTED
E. S. HUNTER

for G. L. Green

10-30-74
Verstteeg

cc:

RECEIVED
OCT 28 '74
REFER TO
Hunter
FOR

A. E. JU...

RECEIVED
OCT 29 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8111

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Date: October 22, 1974

To: Glen L. Green, Division Engineer
Federal Highway Administration

From: ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER
Frank E. Terpin
Final Design Engineer

NOTED
E. S. HUNTER

Re: Mandatory Material Source
North Powder-Baldock Slough Section
Old Oregon Trail Highway
Union and Baker Counties

The subject project will require the production of approximately 20,000 cubic yards of aggregate material. The proposed source, owned by the BLM, has been selected as being the most feasible from which to take the aggregate. It is proposed to make the use of the source mandatory. We consider it to be in the public interest to do so for the following reasons:

1. The source is located near the project. A consequent reduction of energy consumed in hauling will result.

2. Utilizes an already existing quarry and will not require opening another pit with its attendant impacts on the environment.

3. The development of the site can be better controlled then if a contractor-selected source were allowed.

We seek your approval of our proposal to make the use of the source mandatory. Enclosed are prints showing the location and the development plan.

FET:jh

bc: E. S. Hunter
L. W. Rulien
W. E. Schwartz
C. G. Swenson
W. E. Cole

RECEIVED
OCT 23 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

BEGINNING OF PROJECT
Sta. 1190+00

Material Source

Baker Valley Rest Area

Culley Lane

Co. Rd. No. 714

Co. Rd. No. 600

Co. Rd. No. 712

HWY.

FAI 80N

OLD OREGON TRAIL

Powder River

River Road

Union County Line
Baker County Line

Baldock

Chandler Lane Interch

R 40 E.
R 39 E.

T 6 S.
T 7 S.

T 7 S.
T 8 S.

Powder River

La Grande / Baker Highway

GINNING OF PROJECT

Sta. 1190+00

Material Source

Baker Valley Rest Area

Culley Lane

Slough

Co. Rd. No. 600

Co. Rd. No. 714

Co. Rd. No. 712

HWY.

FAI 80N

OLD OREGON TRAIL

Chandler Lane Interchange

Baldock

Powder River

Chandler Lane

Powder River

La Grande - Baker Highway

R.40E.
R.39E.

T.7S.
T.8S.

T6S.
T7S.

Union-Baker Co. Line

1450 1500 1550 1600 1650 1750 1800

21 20 28 33 29 32 4 5 16 21 19 12 10 2 1 34 35 36 26 27

EXISTING OLD OREGON TRAIL

Baker Valley
Rest Area

27

34

HWY.

Existing Quarry

B

B

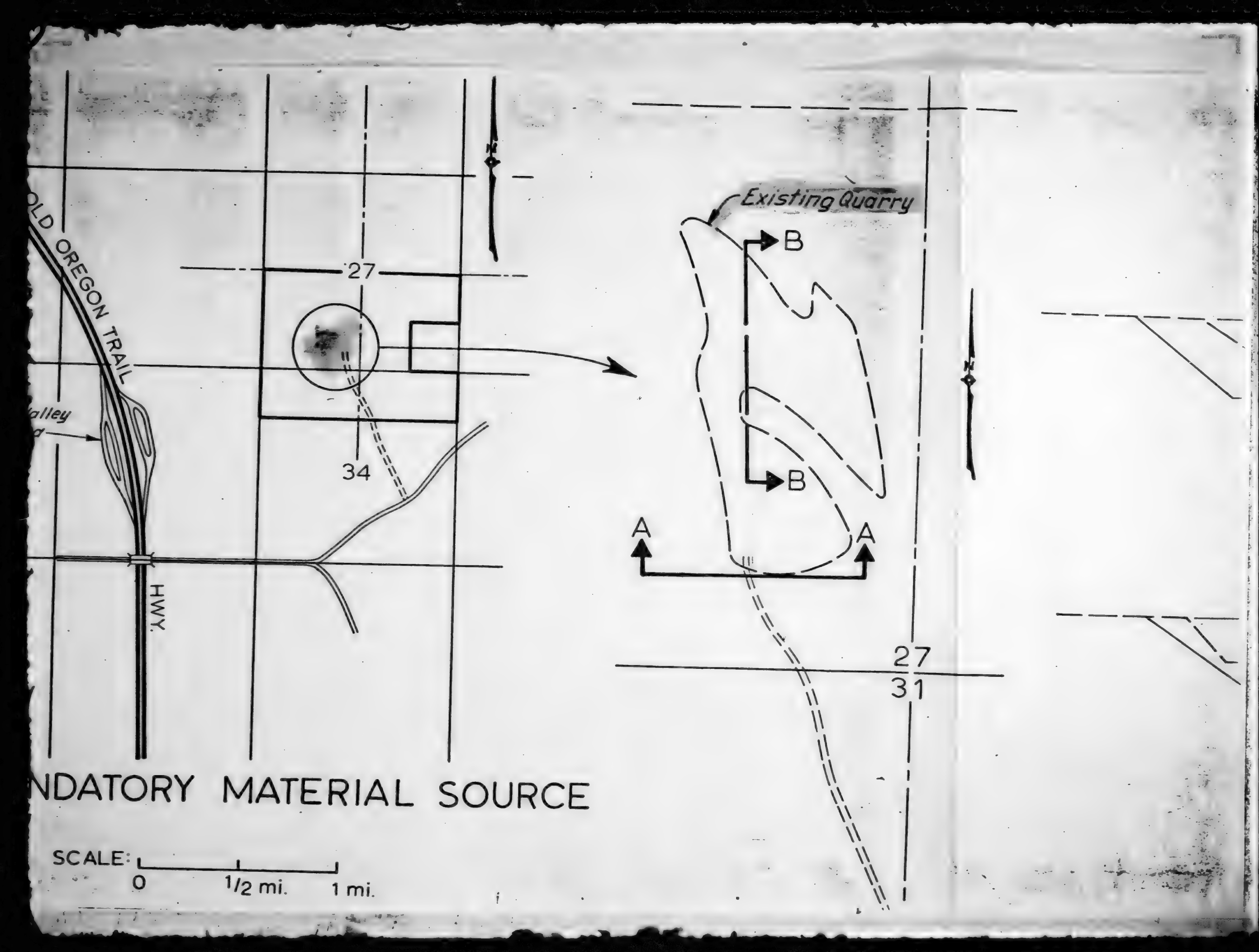
A

A

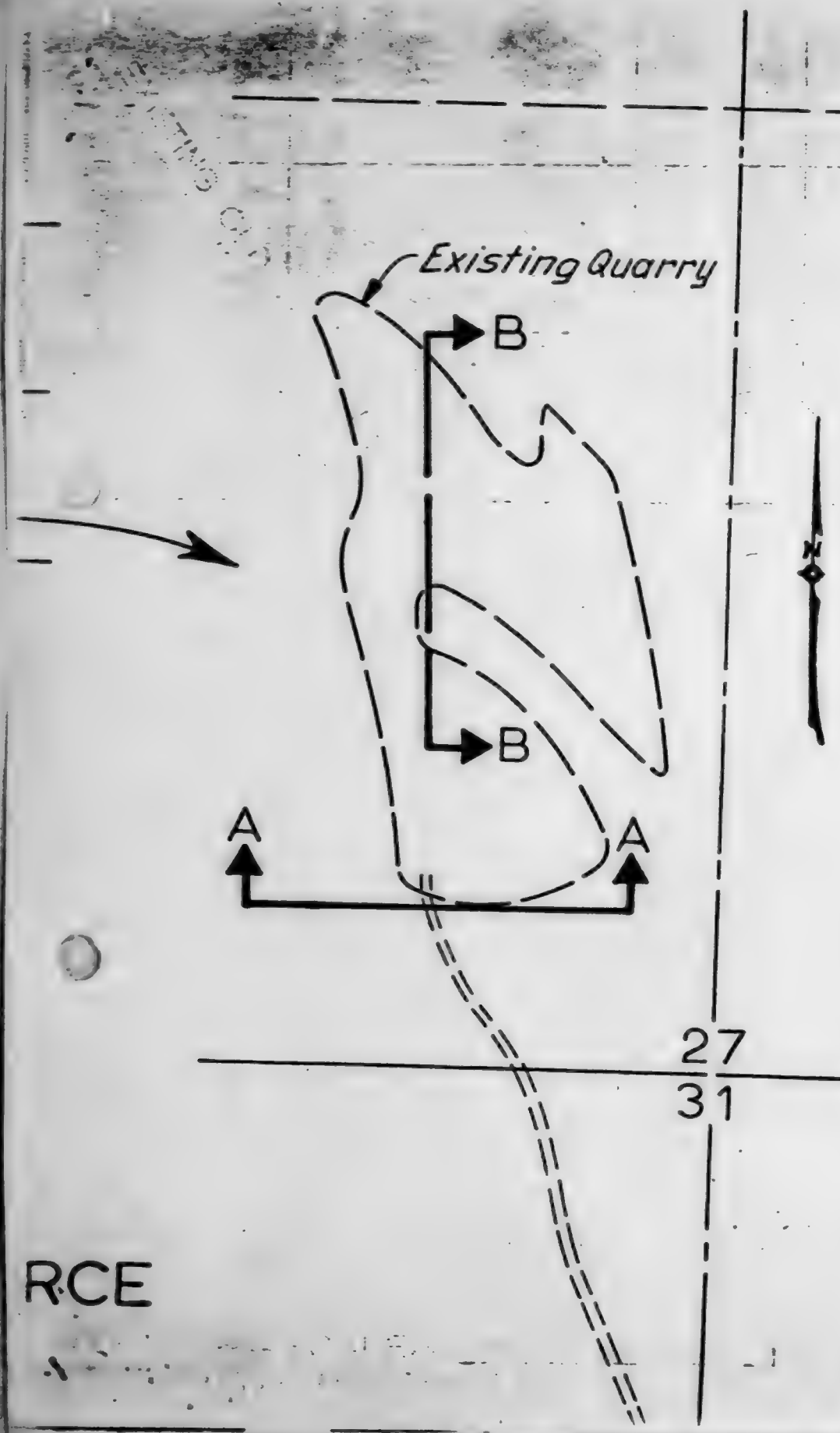
27
31

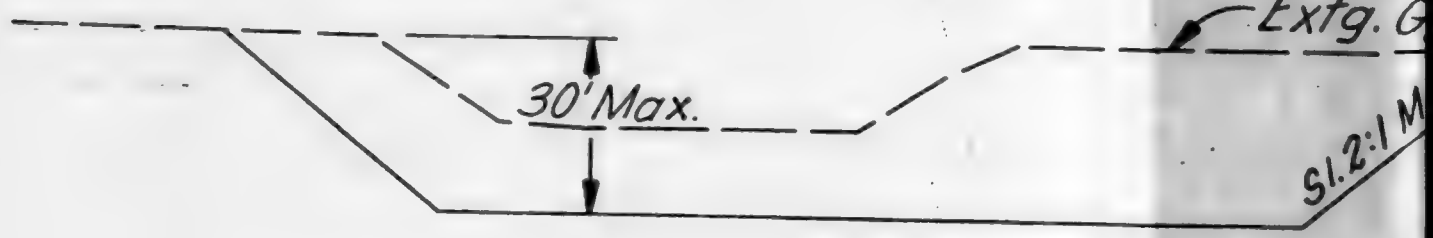
MANDATORY MATERIAL SOURCE

SCALE: 0 1/2 mi. 1 mi.

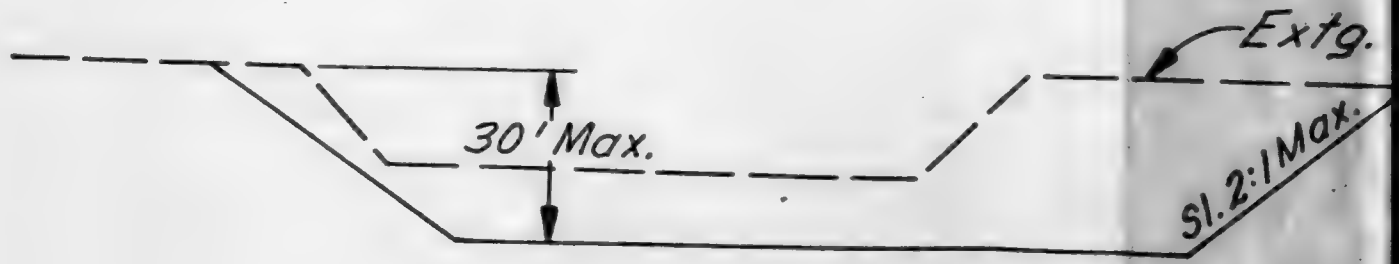

OLD OREGON TRAIL
alley
d
HWY.
27
34
Existing Quarry
B
B
A
A
27
31
NDATORY MATERIAL SOURCE
SCALE:
0
1/2 mi.
1 mi.

STA. 1190+00 To STA. 1812+0





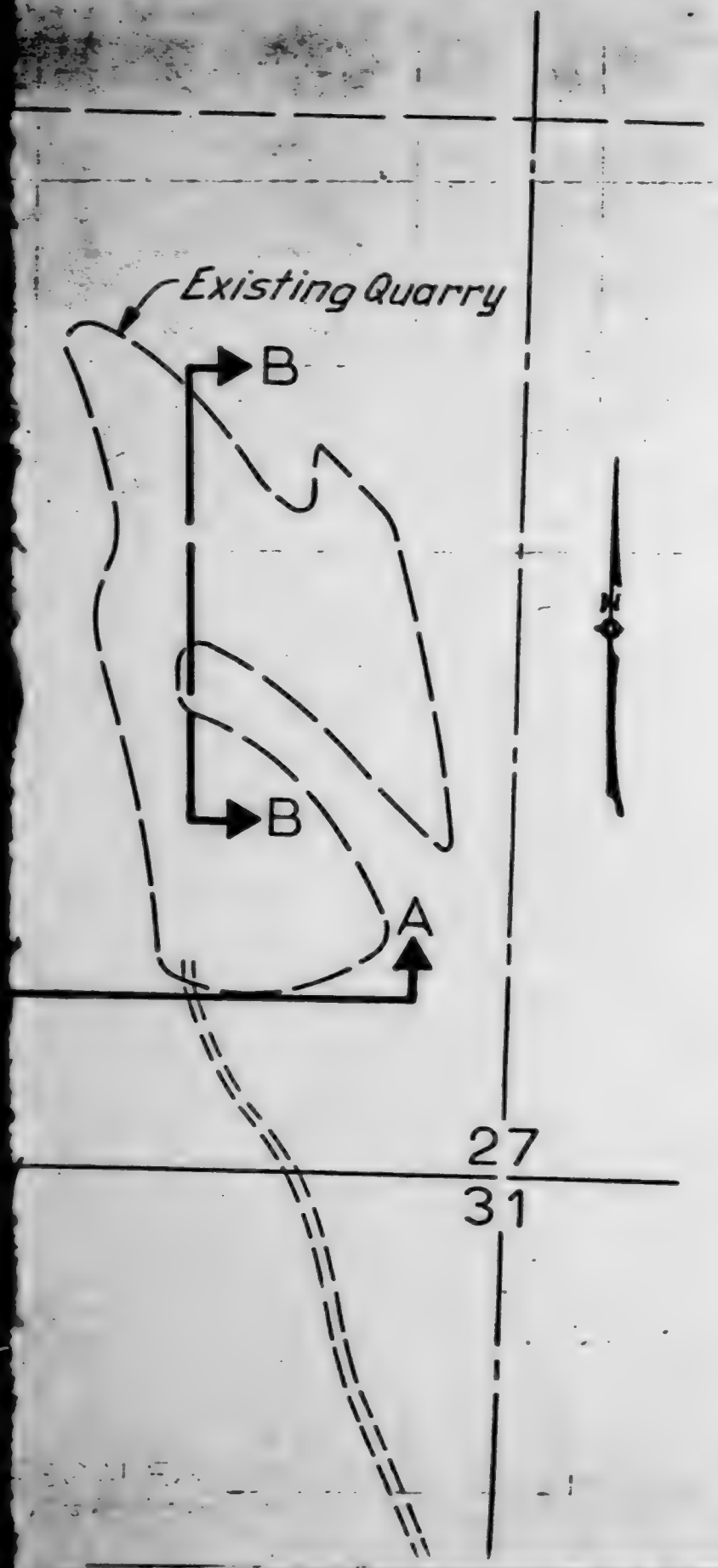
SECTION A-A



SECTION B-B

RCE

STA. 1190+00 To STA. 1812+00



SECTION A-A

SECTION B-B

8112 Forest Grove Sec.,Tualatin 1975
Valley Hwy. @ Forest Grove
(Pave,sign & traffic signals) [redacted]

CA 5118 Jan-74

CA 3171 12-31-74, 8-14-75

8112

13

May 5, 1976

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Gentlemen:

Contract No. 8112 awarded to Babler Bros., Inc., for work on the Forest Grove Section of the Tualatin Valley Highway in Washington County was completed on November 13, 1975, and accepted by the Administrator and State Highway Engineer on May 4, 1976.

Final payment in the amount of $2,045.40 will be released to the contractor after May 10, 1976. The total contract amount is $954,720.26 including $1,662.99 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Read
COMMISSION SERVICES

sr

cc Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, OR 97202

Corroon & Black of Oregon
1600 S.W. Fourth Ave.
Portland, OR 97201

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

#8112 4-14-76

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: U-240(4)

STATE PROJECT NO.: Forest Grove Section

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.:

ITEM NO.: RF-7 & U 170

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 15 '76
REFER TO
Engineering
FOR

Info	Drives	R/D	D/R	Sign	Air	File
						✓

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
1-22-74	3-31-76	Primary 32	Primary 29

GENERAL LOCATION:

City of Forest Grove

GENERAL DESCRIPTION OF WORK:

Revise existing traffic signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~AWARDED~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 3-31-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 8 in the estimated amount of $2,685 - Federal Funds $2,080.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-14-76		Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8112

Salem (1) Const S

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Forest Grove	SECTION: FOREST GROVE	WEEK ENDING: FEBRUARY 28, 1976
CONTRACTOR: Babler Brothers, Inc..	HIGHWAY: Tualatin Valley	SECTION PREFIX: 34 - 1066
DATE OF CONTRACT: February 7, 1975	KIND OF WORK: Paving - Signing - Signals	COUNTY: Washington
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: — SUPERVISION: —	CONTRACT NUMBER: 8112	FEDERAL AID PROJECT NUMBER: RF U 240 (4)
PROJECT AUTHORIZATION: $ 1,049,601.75	DATE WORK STARTED: June 5, 1975	ORIGINAL COMPLETION DATE: November 13, 1975
EXCLUSIVE OF ENGINEERING: $ 966,456.28	SPECIFIED WORK DAYS	WORK DAYS USED
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 975,857	SPECIFIED CALENDAR DAYS 8)240	CALENDAR DAYS USED 257
ESTIMATED PERCENT: OVERRUN 1 %	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 107
	ENGINEERING AUTHORIZATION $ 83,235	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
	ENGINEERING COST TO DATE $ 94,220	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
	PERCENT OF AUTHORIZATION 113%	DATE PROJECT WAS COMPLETED: November 13, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE CTB	[illegible]	MAT'L. PROD.	Signals	
	100	100	100	100	100	100	
			GRADING	SURFACING	Agg. Shldrs	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			2.51	2.51	2.51		2.51
MILES PARTIALLY COMPLETED							
MILES COMPLETED			2.51	2.51	2.51		2.51
TOTAL ESTIMATED QUANTITIES (CONTRACT)			2,290 cy	32,500 Ton	5,700 Ton		22,100 Ton
TOTAL QUANTITIES CORRECTED TO DATE			3,030 cy	27,400 Ton	6,200 Ton		23,928 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			3,030 cy	27,400 Ton	6,200 Ton		23,928 Ton
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

—

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY		0		
TUESDAY		0		
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
MAR 1 1976
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The semi-final was turned into the Region Office on Monday, Feb. 23rd. The field party completed the right of way staking - Centerline monumentation and permanent Bench Mark Levels - Also completed the monumentation of the section on old highway which will be turned over to the County as requested by the Washington County Engineer.

SIGNED W. D. Scofield LOCATION Aloha

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8112 2-5-76

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RF-U-240(4)

STATE PROJECT NO.: Forest Grove Section

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RF-7&U-170

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
1-22-74	1-23-76	Primary 32	Primary 29

GENERAL LOCATION:

City of Forest Grove

GENERAL DESCRIPTION OF WORK:

Furnish and planting approximately 90 trees station 227 to 357.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXXX~~ ~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 1-26-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Forces Order No. 10 in the estimated amount of $2,000 - Federal Funds $1,560.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-5-76	[signature]	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

NOTED

Form A-105 5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 10

Project Name Forest Grove Date January 6, 19 76

Highway Tualatin Valley Contract No. 8112 F. A. Project No. RF U 240(4)

County Washington Prefix 34-1066 Account No. 271 - 10

Description of Work To Be Done:

By State forces - furnish and plant approximately 90 trees.

APPROVED-EFFECTIVE DATE 1-23-76
Contingent upon modification of project agreement if additional funds are required.
BY [signature]
TITLE Dist. Engineer
DATE 2/5/76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Throughout project limits - Sta. 227 to 557

Estimate of Quantities and Costs:

Labor	$ 800
Equipment	$ 200
Material	$ 1,000
Total	$ 2,000

Explanation: The work is to be done by state forces since contractor has completed project and moved out. Trees are recommended for aesthetic and screening purposes. Planting to be done as per OSHD Landscape Engineer.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 1,049,041.75
Present estimate of project cost, including $ 2,000 for work under this order	$ 1,051,272
Expected under-run / over-run (amount)	$ 1
Expected under-run / over-run (per cent)	1

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: [signature] Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

#8112 12-8-75

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: U-RF-240(4)

STATE PROJECT NO.: Forest Grove Section

COUNTY NAME: Washington

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RF-7 & U-170

TO:
Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
January 22, 1974	November 14, 1975	Primary Route 32	Primary Route 29

GENERAL LOCATION:
City of Forest Grove

GENERAL DESCRIPTION OF WORK:
Construct asphaltic concrete walks to pedestrian push button signal controls.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of December 2, 1975 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 9 in the amount of $1,000 - Federal Funds $700.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12/8/75	C R Berghardt for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

State Printing

Form A-101—500

APPROVED EFFECTIVE DATE 11-14-75
Contingent upon modification of project agreement if additional funds are required.
BY O R Burghardt
TITLE Engineering Coordinator 9
DATE 12-11-75

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECT

FEDERAL HIGHWAY ADMINISTRATION

Project Name Forest Grove Order No.

Highway Tualatin Valley Date November 14, 1975

County Washington Contract No. 8112 F. A. Project No. RF U 240(4)

Prefix 34 - 1066 Account No. 236 - 9

Description of Work To Be Done: Construct asphaltic concrete walks to pedestrian push button signal controls.

Approval Recommended as of 11-14-75
MB

Location by Station Numbers: At intersection of Bypass and old Tualatin Valley Hwy and Quince Street. T.V. Hwy Sta. 227

Estimate of Quantities and Costs:

Labor	$ 500
Equipment	$ 350
Material	$ 150
Total	$1,000

$1,000 set up in Project Authorization for this work.

Explanation: The contractor has completed contract work and moved from the project. The A.C. walks are needed in order for pedestrians to walk from the cross walks to the pedestrians control posts on a paved surface.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1,049,641.75
Present estimate of project cost, including $ 1,000 for work under this order	$1,059,093
Expected ~~under-run~~ over-run (amount)	$ 9,452
Expected ~~under-run~~ over-run (per cent)	.9

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] for Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: [signature] Assistant State Highway Engineer, Engineering, State Engineer, Engineer of Construction Office Engineer.

State Printing

8112

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
MONTHLY TRANSACTION NUMBER: 11-79 & 11-80		Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY: Washington
MODIFICATION NUMBER: 2	11-11-75	PROJECT NUMBER: RF-U-240(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 20, 19 74, is hereby modified as follows:

		Former amount		Revised amount
Estimated total cost of project	U	1,169,416	U	1,169,416
	RF	$ 1,325,276	RF	$ 1,360,437
Federal funds	U	913,897	U	913,897
	RF	$ 1,035,701	RF	$ 1,063,170
Other revisions				

This modification is made for the following reasons:

Increase in quantities on the rural portion.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11th day of November, 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Tourtellotte
for Deputy State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
G. L. Green *(Division Engineer)*

Form PR-2A
(Rev. 9-74)

Existing stocks of Form PR-2A (Rev. 5-71) will be used.

8112 11-6-75

Oregon State Highway Division
Salem, Oregon, November 3, 1975

Federal-aid Project
No. RF-U-240(4)

FOREST GROVE SECTION
TUALATIN VALLEY HWY. IN WASHINGTON COUNTY

Revised Project Agreement Estimate.

Type Code 6204
Roadway (Urban Area)(Sta. 226+42 to Sta. 312+60)(Contract No. 7990)

Total same as previous estimate of
February 14, 1975 $409,000.00

Type Code X080
Structure Br. No. 16129 (Sta. 307+00 to Sta. 308+49.98)(Contract No. 7990)

Total same as previous estimate of
February 14, 1975 $154,289.00

Type Code 6204
Roadway (Rural Area)(Sta. 312+60 to Sta. 359+00)(Contract No. 7990)

Total same as previous estimate of
February 14, 1975 $356,037.00

Type Code X080
Structures Nos. 9637, 16130 and 9638 (Contract No. 7990)

Total same as previous estimate of
February 14, 1975 $568,106.00

Type Code 6204
Paving (Urban Area)(Sta. 226+42 to Sta. 312+60)(Contract No. 8112)

Total same as previous estimate of
February 14, 1975 $606,127.00

Type Code 6204
Paving (Rural Area)(Sta. 312+60 to Sta. 359+00)(Contract No. 8112)

Subtotal on previous estimate of
February 14, 1975 $353,421.55

8112 11-6-25

Previous Estimate

Flagmen	100 hour	14.00	$ 1,400.00
Class "B" or Class "C" Asphalt Concrete Mixture	8,000 ton	9.00	72,000.00
Asphalt Cement in Mixture	520 ton	75.00	39,000.00
			$112,400.00

Revised Estimate

Flagmen	320 hour	14.00	$ 4,480.00
Class "B" or Class "C" Asphalt Concrete Mixture	9,000 ton	9.00	81,000.00
Asphalt Cement in Mixture	700 ton	75.00	52,500.00
SFO 6, Bikeway Signs	All Required		385.00
			$138,365.00
	Increase		25,965.00
	Subtotal		$379,386.55
	Engineering		56,907.45
	Total		$436,294.00

Length of Urban Roadway - - - - - - - - -	1.604 Miles
Structure No. 16129 - - - - - - - - - - -	0.028 Mile
Subtotal - - - - - - - - - - - - - - -	1.632 Miles
Length of Rural Roadway - - - - - - - - -	0.758 Mile
Structures Nos. 9637, 16130 & 9638- - -	0.121 Mile
Subtotal - - - - - - - - - - - - - - -	0.879 Mile
Total- - - - - - - - - - - - - - - - -	2.511 Miles

Grading

Cost of Urban Roadway Per Mile- - - - -	$254,987.53
Cost of Rural Roadway Per Mile- - - - -	469,705.80

Paving

Cost of Urban Roadway Per Mile- - - - -	$377,884.66
Cost of Rural Roadway Per Mile- - - - -	575,585.75

8112 11-6-75

SUMMARY OF FUNDS

Description		Total Cost	Federal Funds	State Funds
Urban:	Grading	$ 409,000.00	$ 319,633.00	$ 89,367.00
	Structures	154,289.00	120,576.00	33,713.00
	Paving	606,127.00	473,688.00	132,439.00
	Total Urban	$1,169,416.00	$ 913,897.00	$255,519.00
Rural:	Grading	$ 356,037.00	$ 278,242.00	$ 77,795.00
	Structures	568,106.00	443,974.00	124,132.00
	Paving	436,294.00	340,954.00	95,340.00
	Total Rural	$1,360,437.00	$1,063,170.00	$297,267.00

Grading

Contract No. 7990
Prefix: 34-1064
Group 1 - Urban 35%; Group 2 - Rural 54%; Group 8 - 11%

Paving

Contract No. 8112
Prefix: 34-1066
Group 1 - Urban 58%; Group 2 - Rural 39%; Group 8 - 3%

8112 11-6-75

LETTER OF APPROVAL AND/OR AUTHORIZATION

-U-240(4)

STATE PROJECT NO.
Forest Grove Section

COUNTY NAME
Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RF-7 & U-170

TO:
Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 12 '75
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
1-22-74	10-27-75	Primary Route 32	Primary Route 29

GENERAL LOCATION:
City of Forest Grove

GENERAL DESCRIPTION OF WORK:
Furnish and install red flashing signal.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of October 28, 1975 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 7 in the estimated amount of $600 - Federal Funds $470.

RECEIVED
NOV 13 1975
Office of
Assistant State Highway Engineer
11-13-75

NOTED
H.S. COULTER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-6-75	C R Burghardt for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 7

Date October 16, 19 75

Project Name Forest Grove — Contract No. 8112 — F. A. Project No. RF U 240(4)

Highway Tualatin Valley — Prefix 34 - 1066 — Account No. 276 - 07

County Washington

Description of Work To Be Done: By State forces - furnish and install red flashing warning signal. The signal is to be over the south bound lane of Elm St. - approximately 60 feet north of the intersection of Elm St. with the Tualatin Valley bypass.

Approval Recommended as of _____

Location by Station Numbers: At Elm St. - Tualatin Valley Hwy intersection - Sta.294+90 on right. (See attached sketch map)

Estimate of Quantities and Costs:

Electrical	- - - - - -	$ 350
Labor	- - - - - -	$ 200
Equipment	- - - - - -	$ 50
	Total Est.	$ 600

APPROVED EFFECTIVE DATE 10-27-75
Contingent upon modification of project agreement if additional funds are required
BY C R Burghardt
TITLE Engineering Coordinator
DATE 10-22-75
FEDERAL HIGHWAY ADMINISTRATION

Explanation: The warning signal is needed over the south bound lane of Elm Street due to obscure night visability of the new highway crossing at a lowered grade.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1,049,641.75
Present estimate of project cost, including $ 600 for work under this order	$1,056,896
Expected ~~XXXXXXXX~~ over-run (amount)	$ 7,255
Expected ~~XXXXXXXX~~ over-run (per cent)	.5

Space to right of this line is for use of Salem Office

Submitted by C O Stenstrand, Resident Engineer

Approval Recommended: Maureen Gorsh, Division Engineer

Approval Recommended: _____, Construction Engineer or Bridge Engineer

Approved: John L. Rose, Deputy State Highway Engineer or Assistant State Highway Engineer or Office Engineer.

Contr. Admr. State Printing

8112

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 15, 1975

Salem, OR. 97310

FILE: ROW 18-2

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: Edward L. Hardt
Regional Engineer

REGION I

SUBJECT: Bikeway Crossing
Forest Grove Section
Tualatin Valley Highway
Washington County
Contract No. 8112

Attached is a copy of a letter I received from Donald A. Still of the Railroad Division of the Public Utility Commissioner of Oregon's office. His main purpose in writing this letter was to make comments on the bikeway crossing of the Southern Pacific Railroad tracks on the subject project. Also attached is a copy of the PUC map which accompanied the application to establish the grade crossing at this point. You will note on the PUC map the bikeway was to be placed outside of the cantilever flashing light and drop arm gate masts.

Attached are four photographs I took of the crossing late last week. As you can see from these photographs the bicycle crossing comes between the railroad signal masts and the roadway. The bicycle crossing is narrowed down to pass between the cantilever light masts and the end of the guardrail at a very constricted point. This opening is, I feel, insufficient from a safety standpoint.

As Mr. Still points out in his letter, the crossing is extremely hazardous to the bicycling public and does not meet the minimum bikeway standards as provided in the Highway-Bikeway Design Manual. The PUC is rather adamant that this crossing be brought into compliance with this submitted plan as soon as possible. It would be appreciated if you would review this matter and take those steps necessary to bring the bikeway into conformance with our application and the PUC Order. As soon as it is determined when this work will be done, please notify me so that I may pass this information onto the Public Utility Commissioner's office.

JEC:jk
Attach.

cc: ~~H. S. Coulter~~ w/att.
C. T. Keasey "
J. L. Sollis "
J. B. Boyd "
Don Shaffer "
Willard Scofield "

NOTED
H.S. COULTER

RECEIVED
OCT 16 1975
Office of
Assistant State Highway Engineer

PUBLIC UTILITY COMMISSIONER OF OREGON

LABOR & INDUSTRIES BUILDING • SALEM 97310 • Telephone (503) 378-6659

ROBERT W. STRAUB
GOVERNOR

CHARLES DAVIS
Commissioner

October 9, 1975

File: F-757.96-C

Mr. J. E. Chidsey, P. E.
Railroad and Utility Engineer
State Highway Building
Salem, OR 97310

Dear Jim:

Recently, PUC staff observed that the Tualatin Valley Highway-Forest Grove By-Pass has been opened for public use.

As of this date, this agency has not been notified of the completion of railroad-highway grade crossing F-757.96-C, as required by paragraph (2)(f) of PUC Order No. 75-413 of May 5, 1975.

Of a more serious nature, be referred to enclosure (1) (photographs of the bikeway crossing) and enclosure (2), a portion of the drawing submitted with the amendment requesting addition of a bicycle path to the basic crossing application. You will note that the actual bikeway crossing was not constructed according to the submitted plan.

As constructed, the crossing is extremely hazardous to the bicycling public and does not meet the minimum bikeway standards of the Oregon State Highway Division (see OSHD Bikeway Design, January 1974).

Please inform us as to the date the bikeway crossing will be brought into compliance with the submitted plan and ordered construction.

Very truly yours,

Donald A. Still
Transportation Specialist
Railroad Division

DAS:ael

Enclosures (2)

ORS 756.040(1) The commissioner . . . "shall represent the customers of any public utility, railroad, air carrier or motor carrier, and . . . he shall make use of the jurisdiction and power of his office to protect such customers, and the public generally, from unjust and unreasonable exactions and practices and to obtain for them adequate service at fair and reasonable rates."

T.1S, R.3W., WM, SEC.7

Type 2 Crossing.
Cantilever Mounted
Flashing Lights 2B
Drop Arm Gates.

S.P. R.R. SPUR

Open Field

S. 46° 16' W.

Bikeway ℄

Hwy R/W

RR R/W

℄ 331+44.0 P.S.

℄ 330+41.25 P.O.T.
R.R. 153+51.50 P.O.C.

T.1S R.1W. W.M. C.C.C.
T.1S R.2W. W.M.

R.R. 154+21.9 C.C.

R.R. 152+96.4 P.C.T.2

MAP SCALE: 1" = 50'
Contour Interval = 2'

BUS STOP LANE SECTION

Truck & Bus Stop Lane

Exhibit 2

RAILROAD PROFILE
Along Top of Rail
Scale: 1" = 10' vert.
1" = 100' Horz.
Rail Height 0.4

F.B.M.
Elev. 159.42
74 Rt 'L' Sta 329+30
Spike in Telep. Pole Lt. Rail

Rt Rail

R.R. Sta.

120
160
140
150

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 56

Project Name Forest Grove Date August 25, 19 75

Highway Tualatin Valley Contract No. 8112 F. A. Project No. RF U 240(4)

County Washington Prefix 34-1066 Account No. 276-05

Description of Work To Be Done: By State Forces - furnish and erect bikeway signing.

(A bikeway signing plan has been prepared for this project)

Approval Recommended as of 8-25-75
WD

Location by Station Numbers: Throughout project Sta. 226+42 - Sta. 359+00

APPROVED EFFECTIVE DATE _____
Contingent upon modification of project agreement if additional funds are required
BY _____
TITLE _____
DATE _____
FEDERAL HIGHWAY ADMINISTRATION

Estimate of Quantities and Costs:

Material	$ 500
Labor	$ 800
Equipment	$ 300
Total	$1,600

($1,600 set up in Project Authorization for "Bikeway Signing".

Explanation: Bikeway signing by the contractor is not practical since -
(1) The signs are a special type not commercially available.
(2) Field adjustments may be necessary.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1,049,641.75
Present estimate of project cost, including $1,600 for work under this order	$1,023,000.00
Expected ~~over-run~~ under-run (amount)	$ 26,601.75
Expected ~~over-run~~ under-run (per cent)	2.54

Space to right of this line is for use of Salem Office

Submitted by: _____ Resident Engineer

Approval Recommended: _____ Division Engineer

Approval Recommended: _____ Construction Engineer or Bridge Engineer

Approved: _____ ~~Deputy State Highway Engineer~~, ~~Assistant State Highway Engineer~~ or Office Engineer.

State Printing

8112

August 14, 1975

City of Forest Grove
City Hall
Forest Grove, OR 97116

Attention: Daniel F. Durig
City Manager

MISC. CONTRACTS AND AGREEMENTS No. 3171

Gentlemen:

Attached for your records is a fully executed copy of a letter-form agreement covering additional work on the Forest Grove Section of the Tualatin Valley Highway in Washington County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

Transaction No. 6-177

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 6-25-75

BY (Signature): L. W. Rulien's June 18, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 195 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
5	U-240(5)	0.0	35,000	27,300	Location: Forest Grove Section, Washington County, State of Oregon. Work: Right of Way acquisition

RECEIVED
STATE HWY ENGR.
JUN 30 '75
REFER TO
Orig - Salvador
FOR
Info | Invcs | R/D | D/R | Sign | Act | File

REMARKS (Division)

You are authorized to proceed with all phases of actual right of way acquisition.

6-25-75
6-18

RECOMMENDED

DATE: _____ SIGNATURE AND TITLE: _____

APPROVED

DATE: 6-25-75 SIGNATURE AND TITLE: G. I. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-46
(Rev. 8-71)

GPO 915-890

#8112

29

Salem, Oregon
May 16, 1975

J. H. Verstoeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUIDLING

48586 - Richards
Forest Grove - Yamhill
County Line Section
Tualatin Valley Highway
Washington County

Attention: Mr. John R. Oakes

Attached is a description, authorization, copies of correspondence and prints covering an area required for the 19th Avenue extension and bus stop.

As you know, immediate action is required in the acquisition of this property so that the construction of 19th Avenue extended and the bus stop can be incorporated into subject project now under contract.

BY: R
Robert R. Rounds
Right of Way Description Supervisor

RRR:md

Attach.

REGION I

RME RCE OE TE CON 5
UE SO RSM RSC
RBI ENV LOC FAE NOTED
ROBERT R. ROUNDS

Region 1 - Milwaukie
March 12, 1975

ORIGINAL SIGNED BY
EDWARD L. HARDT

EDWARD L. HARDT
Regional Engineer

E. S. HUNTER
Asst. State Highway Engineer

Closure of Fir Road
Forest Grove Section
Tualatin Valley Highway
Washington County
Contract No. 8112

1 Versteeg	RECEIVED	Requires Reply ☐
A. Olson		Requires Approval ☐
Terpin		Receiver Keep ☐
2 Scott R	MAY - 7 1975	Do not File ☐
Swenson		Return To
R. Olson	ROAD DESIGN SECTION	Bring Up ___/___/___
Trout		Other

By letter dated December 11, 1974 Mr. Klaboe received a resolution from the City of Forest Grove requesting the closure of Fir Road and the construction of 19th Avenue to replace Fir Road for local access. Also requested was the construction of a cul-de-sac for a turn-around for school busses and construction of a fence along a portion of the bypass to prevent children from attempting to cross the highway. I was subsequently requested by Mr. Klaboe to contact the Forest Grove City Manager with a proposal that the Highway Division construct 19th Avenue, including acquisition of the necessary right of way, and the City be responsible for construction of the cul-de-sac. The proposal also was that the City and the State would share in the cost of the fence.

We have had several meetings with the Forest Grove people and now have an agreement with them that I believe will allow the project to go forward. Attached is a March 5 letter from the Forest Grove City Manager outlining responsibilities. Also attached are copies of the two maps referred to in this letter, as well as a copy of our right of way liaison report for the affected property.

The City's original concept was to construct a cul-de-sac somewhere on Fir Road (see sketch map attached to liaison report). However, they ran into opposition from one of the property owners on whose property the cul-de-sac would be located so they have modified their thinking and have now shown the cul-de-sac as a bus stop to be built integral with 19th Avenue. This bus stop would be located on property acquired and paid for by the Highway Division as part of the right of way acquisition for 19th Avenue. The purchase of this 19th Avenue right of way would result in a 60-foot wide remainder, which would be too narrow for any commercial development. The property to the south has already been subdivided and single-family dwellings built so there would be no buyer for the excess in that direction. Our thinking has always been that this property would be most likely turned over to the City for development of a mini-park or landscaped area. The City also forecasts using this surplus land for a mini-park. They have designed the bus stop as a permanent installation so that, in the future, when 19th Avenue is extended to the east, which would eliminate the need for a bus turn-around, the bus stop area would be used as a parking area for the mini-park. Our agreement with the City turning the surplus property over to them should specify that it will be used only for public purposes.

Washington County is involved in this agreement to the extent that Fir Road is presently a county road lying within the city limits of Forest Grove. Our agreement with the City contemplates the County giving up jurisdiction of the portion of Fir Road within the city limits and the County has no objection to this.

The City Manager of Forest Grove has the authorization of the City Council to authorize the Highway Division to construct the bus stop so long as the cost does not exceed $3,000. Based on bid prices for the subject contract, and assuming the work to be done by our contractor, the bus stop cost, using the minimum standards shown on the City's drawing, would be about $2,600, and built to our bypass highway standards about $3,700. I would suggest that our agreement with the City specify a maximum cost to the City for the work of $3,000. We will then come up with a design that fits that amount.

With respect to the fence originally requested by the City, our subsequent discussions with the City Manager have indicated that they are willing to drop this request. Incidentally, $15,000 has been programmed into the subject contract as anticipated item of the State's cost of building 19th Avenue.

If you agree to the conditions of our agreement with the City as contained in the last paragraph of the first page of the City's letter, then I would request that two things be done: (1) The right of way purchase be programmed immediately so as to make this property available for construction to coincide with our contractor's work this summer, and (2) Our County-City Section be requested to prepare a formal City-County-State agreement covering the responsibilities of each agency.

ELH/cr
Attachments
cc C. O. Fredrickson
Kenneth Rolfe
Willard Scofield

City of Forest Grove

1924 COUNCIL STREET
P.O. Box 326
FOREST GROVE, OREGON 97116

March 5, 1975

SE (D) RME RCE TAE way
TE RECEIVED RSM
UE MAR 7 1975 RSC
SO REGION 1 RBI
ENV LOC

Mr. Edward L. Hardt
Regional Engineer
P. O. Box 02157
Portland,Oregon 97202

Dear Mr. Hardt:

As a follow up of our meeting February 20, 1975, I submit the following:

The consensus between the City, School District and State is that the north end of Fir Road should be closed at its intersection with Tualatin Valley Highway and access be provided as an extension of 19th Avenue to the TV Highway Bypass. Also a bus turn-around should be included in the project.

To accomplish this the State will purchase the necessary right-of-way and construct a fully improved street.

The City will be responsible for the cost of constructing a bus turn-around as a part of the street construction.

It is our understanding that the street and turn-around can be constructed as part of the State's contract for the new section of TV Highway Bypass. We would like an estimate of the City's share of the cost of constructing the turn-around.

It is our understanding that the State will purchase the entire tract lying south of the north right-of-way line of 19th Avenue between Fir Road and the TV Highway Bypass. There will be surplus land remaining after the street right-of-way and bus turn-around is partitioned from this tract. This could be used for a rest stop or mini park.

A three-way agreement should be entered into whereby Washington County agrees to the closure of Fir Road and transfers jurisdiction of that portion within the city limits to the City. The State agrees to purchase all of the necessary right-of-way and construct the 19th Avenue extension and bus turn-around and deed it over to the City when completed. Also they will construct a permanent barricade at the north end of Fir Road. The City agrees to (1) pay for the portion of turn-around not attributable to the street construction and (2) to accept jurisdiction of Fir Road and 19th Avenue.

Enclosed are two (2) maps. One shows the proposed alignment and right-of-way lines for 19th Avenue and the turn-around. The other shows the proposed design and layout of the street and turn-around.

Please contact us if you have any questions or comments regarding the Fir Road - 19th Avenue project.

Sincerely,

Daniel F. Durig

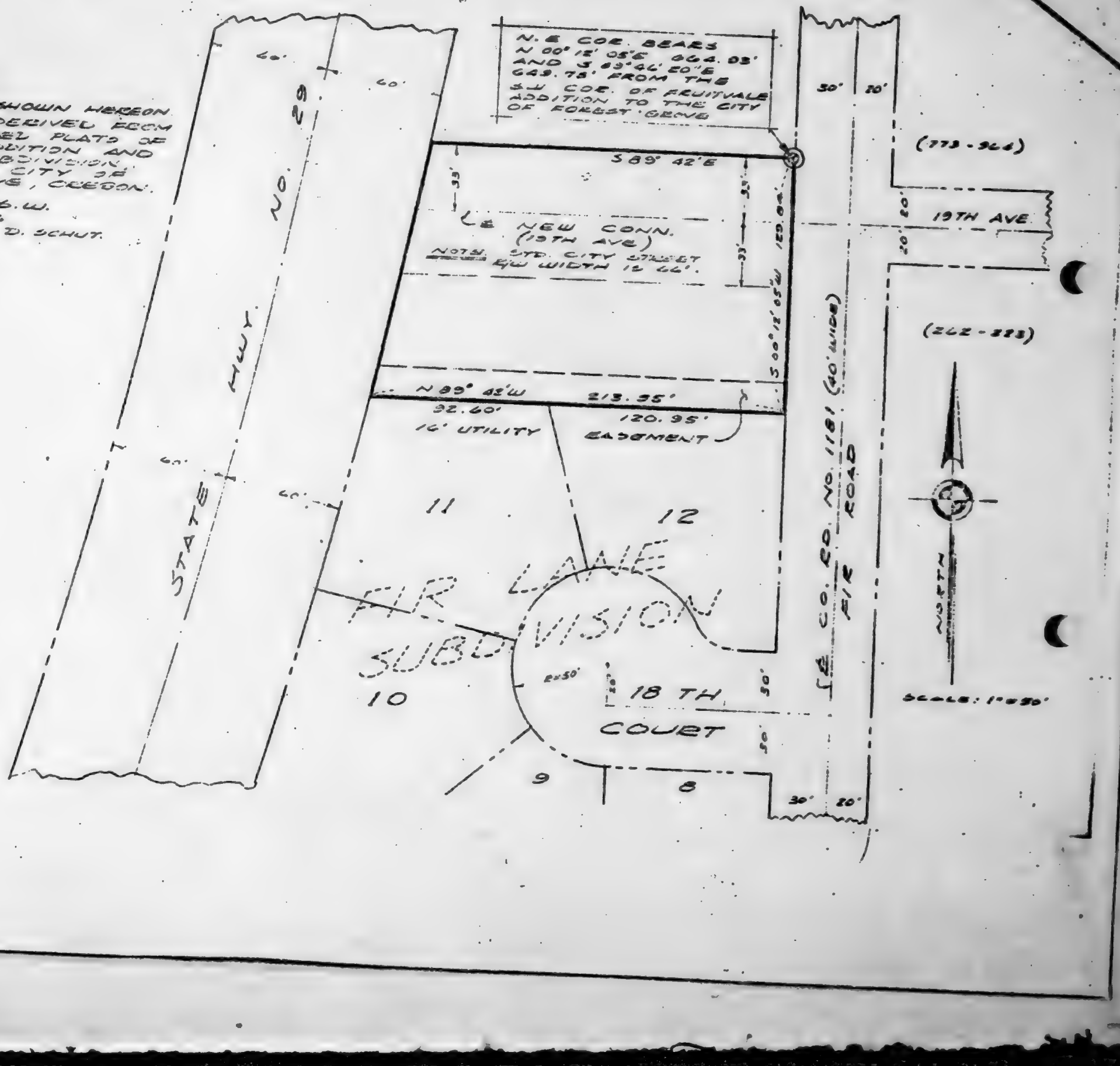
DFD:jj
Encs.
cc: City Engineer

Daniel F. Durig
City Manager

NOTE

ALL DATA SHOWN HEREON HAS BEEN DERIVED FROM THE RECORDED PLATS OF FRUITVALE ADDITION AND FIR LANE SUBDIVISION BOTH IN THE CITY OF FOREST GROVE, OREGON.

DRAWN BY: G.W.
DATE: 5/14/72
CHECKED BY: D. SCHUT.



HWY. NO. 29

STATE

CONC. CURB

CONC. CURB

R=20'

NOTE:
MIN STDS. FOR
ROAD CONST...
6" BASE ROCK
2" FINE ROCK
2½" A.C. PAVE.

(BUS STOP)

R=20'

R=20'

(FIR RD. TO TV HWY BYPASS)

SCALE: 1"=20'

SEE SUBDIVISION

CITY OF FOREST GROVE, ORE.

19TH AVE. CONNECTION
(FROM FIR RD TO TV HWY BYPASS)

SCALE 1"=20'	DATE	SHEET 1 OF 1
DESIGN DRAWING SW	CHECK	DRAWING NO

All items as per Contract 8112 bid prices

Forest Grove Minimum Standard

Bus Stop area 42' x 102' = 4284 sq. ft.

Exc. 4284 sq. ft. x 1.0 depth = $\frac{4284}{27}$ = 158 cy

Rock 4284 sq. ft. x .75 depth = $\frac{3213}{27}$ = 119 cy

Paving 4284 sq. ft. x .21 depth = $\frac{900}{27}$ = 33 cy x 1.85 = 61 Tons

Curb $\frac{162 \text{ LF}}{32'/\text{yd.}}$ = 5.1 cy

Ac 5.0% = 3.36 Tons

Exc. 158 cy x $5.57/cy = $869

Rock 119 cy x $4.50/cy = $535

Paving 61T x $9/Ton = $549

Curb 5.1 cy x $70/cy = $357

Ac in mix 3.36 T x $75/ton = $252

$2562 Total

O&D Const. as per Forest Grove Job.

Exc. $869

Curb $357

Ac 96T x $9.00/Ton $864

CTB 165 ton x 5.25/ton $866

Cement 6.6 t x $48/ton $317

Ac in mix 5.3T x $75/ton $398

$3671 Total

Ac in mix 5.5% = 5.3

CTB 4284 x .58 = $\frac{2484}{27}$ = 92 cy x 1.8 = 165 T

AC 4284 x .33 = $\frac{1414}{27}$ = 52 cy x 1.85 = 96 Tons

T.V. HIGHWAY

PROPOSED STREET WI...

MOUNTAIN VIEW LANE

City of Forest Grove

1924 COUNCIL STREET
P.O. Box 326
FOREST GROVE, OREGON 97116

February 13, 1975

Edward L. Hardt
Regional Engineer, Region 1
P.O. Box 02157
Portland, OR 97202

RE: Fir Road Closure (TV Highway Bypass)

Dear Mr. Hardt:

The city will assume the responsibility for the closure of Fir Road and the construction of a cul-de-sac or turnaround for maneuvering school busses.

It is our understanding that the Highway Division will negotiate and purchase the right of way for the 19th Avenue extension.

One property owner that we contacted about acquiring right of way for construction of a cul-de-sac is opposed to the cul-de-sac but not necessarily the road closure. We would like to meet with you and or your representatives before the state negotiates for any right of way. There might be a location for a school bus turnaround within the parcel of property that you will be obtaining.

Please contact us at your convenience to set up a meeting to work out the details of the rights of way and road construction.

Sincerely,

Daniel F. Durig

Daniel F. Durig
City Manager

DFD:vp

SE	(RE)	RME	RCE	FAE
(TE)	RECEIVED			RCM
UE	FEB 14 1975			RSC
SO	REGION 1			RBI
ENV				LOC

QUINCE ST.

T. V. HIGHWAY

PROPOSED
STREET VACATION

PROPOSED
CUL-DE-SAC

north

easement

PROPOSED
19th AVENUE EXTENSION

PROPOSED 19th AVENUE EXTENSION

19th AVENUE

MOUNTAIN VIEW LANE

POPLAR STREET

RE-LOCATED TUALATIN VALLEY HIGHWAY

18th Ct.

17th Cir.

18th Pl.

FIR ROAD

8

9

PROPOSED CLOSURE OF
FIR ROAD AT PACIFIC AVENUE

10-17-74 JLB

NOTE

ALL DATA SHOWN HEREON HAS BEEN DERIVED FROM THE RECORDED PLATS OF FRUITVALE ADDITION AND FIR LANE SUBDIVISION, BOTH IN THE CITY OF FOREST GROVE, OREGON.

DRAWN BY: S.W.
DATE: 5/24/74
CHECKED BY: D. SCHUT

REVISED: 5/13/74

ATA SHOWN HEREON
AN DERIVED FROM
CORDED PLATS OF
LE ADDITION AND
E SUBDIVISION,
THE CITY OF
GROVE, OREGON.

BY: G.W.
E/24/74
BY: D. SCHUT

: 5/13/74

60'
60'
NO. 29
HWY.
STATE
60'
S 89° 51' 30" W
33'
33'
LE NEW CONN.
(19TH AVE)
NOTE. STD CITY STREET R/W WIDTH IS 66'.
33'
N 00° 08' 30" E 129.66'
S 89° 52' E
92.60'
16' UTILITY
213.35' (REC.)
120.35'
EASEMENT
P.O.B.
11
12
FIR LANE
SUBDIVISION
10
R=50'
20'
18 TH
COURT
30'
30'
9
8
30'
20'
30'
20'
(773 - 964)
20'
20'
19TH AVE
S 89° 51' 20" W
(202 - 223)
LE CO. RD. NO. 1181 (40' WIDE)
FIR ROAD
(TIBBET RD)
NORTH
SCALE: 1" = 50'

29

Salem, Oregon
May 7, 1975

Frank E. Terpin
Final Design Engineer

W. J. Scofield
Resident Engineer

Sign Shop Drawings
Forest Grove Section
Tualatin Valley Highway
Washington County
Contract No. 8112

Attached are three sets of approved sign shop drawings on the above named project. The delay in approval was caused by the accelerated contracting program.

One set should be retained by you for field inspection of the signs, one set forwarded to Ed Rief's office for shop inspection purposes and one set sent to Coral Corporation for fabrication of the signs.

WGB:jh
cc: C. T. Keasey
C. O. Fredrickson
W. G. Beard

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY - 7 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

FORM B-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

18992 S. W. Shaw
Aloha, Oregon 97005
March 6, 1975

To: W. G. Beard
Sign Design Supervisor

PROJECT: Forest Grove
BRIDGE NO.:
CONTRACT NO.: 8112

TRANSMITTED HEREWITH FOR APPROVAL, 4 COPIES OF THE FOLLOWING:

1. Type "A" and Type "U" Sign Shop Drawings
2.
3.
4.
5.

PLEASE RETURN COPIES TO:

RESIDENT ENGINEER 3 COPIES.

MATERIALS INSPECTOR ____ COPIES.

CONTRACTOR ____ COPIES.

SUBCONTRACTOR ____ COPIES.

SUPPLIER ____ COPIES.

W. G. Beard

~~ENRIQUE RODRIGUEZ~~ - - - -
RESIDENT ENGINEER

Please expedite approval
Ltd

ENCL. 4 pcs.

~~XXXXXXXXXXXXXXXXXX~~

1 T

CORAL CORPORATION
Canby Fabricating Pl
Route 2 Box 127
CANBY, OREGON 970
Phone 651-2195

Coral Corporation
P.O. Box 258
Gladstone, Ore.
97027
Phone 656-0601
Phone: (503) 655-6351

LETTER OF TRANSMITTAL

DATE	JOB NO.
3/3/75	?

ATTENTION

RE: Forest Grove Section, contract
A0112

TO Jillard Scofield, Resident Engineer
18992 SW Shaw
Aloha, Oregon 97005

GENTLEMEN:

WE ARE SENDING YOU ☒ Attached ☐ Under separate cover via _____ the following items:

☐ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications
☐ Copy of letter ☐ Change order ☐ _____

COPIES	DATE	NO.	DESCRIPTION
4	3/2/75		Type "A" and Type "U" Sign Shop Drawings

THESE ARE TRANSMITTED as checked below:

☒ For approval ☐ Approved as submitted ☐ Resubmit _____ copies for approval
☐ For your use ☐ Approved as noted ☐ Submit _____ copies for distribution
☐ As requested ☐ Returned for corrections ☒ Return 1 corrected prints
☐ For review and comment ☐ _____
☐ FOR BIDS DUE _____ 19_____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS Please forward to The Oregon State Highway Department Design Division for approval as soon as possible.

COPY TO Pabler Bros.

SIGNED: _____

Form 2267 — Gane Graphic Business Services, Inc., Tacoma, Wash.

If enclosures are not as noted, kindly notify us at once.

29

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

April 17, 1975

FILE: CON 5

FROM: D. R. ADAMS
Regional Construction Engineer

SUBJECT: FOREST GROVE BYPASS SECTION
Contract No. 8112

TO: WILLARD SCOFIELD
Resident Engineer

Attached herewith is a copy of the striping plans for the Forest Grove Bypass now under contract.

Ron Failmezger has indicated his suggested changes to the plans. These are shown in pencil and involve mainly the painted islands at the various intersections.

Please contract Region II to coordinate the striping when the time comes.

By copy of this letter I am alerting the Region II personnel and forwarding to them a copy of the striping plans with Ron's comments. Since this is in their Region and will be maintained by their Region personnel, I believe we should afford them the final say on the striping and allow their crew to place the striping since they will have maintenance in the future.

Acq. 2 goes along with orig. plan of island painted at edge of channelization. Lane. DRA

1/2 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 23 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

DRA/b
att
cc: C. O. Fredrickson w/att
Floyd Lacey

NOTED
W. J. SCOFIELD
RES. ENGR

8112

#8112 3-18-75

U. S. DEPARTMENT O[illegible]PORT[illegible]N FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RF-U-240(4)

STATE PROJECT NO.
FOREST GROVE SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
RF-7

COUNTY NAME
WASHINGTON

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	MARCH 21, 1974	PRIMARY ROUTE 52

STATE ROUTE NUMBER
TUALATIN VALLEY HIGHWAY ROUTE 29

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

Info
Inves
R/D
D/R
Sup.
Act.
FOR
REFER TO
MAR 20 '75
RECEIVED STATE HWY ENG.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[X] OTHER (Specify)
UTILITY ADJUSTMENT

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[ ] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

YOU WERE AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR THE CITY OF HILLSBORO'S WATER MAIN EFFECTIVE MARCH 21, 1974. REIMBURSEMENT ON AN ACTUAL COST BASIS WAS APPROVED AS ESTIMATED AT $20,104.82. WE HEREBY APPROVE A COST OVER-RUN OF $10,455.58 INCREASING THE TOTAL COST TO $30,560.40.

3-24-75
ORIGINAL TO
L.W. Rubien

RECEIVED
MAR 21 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-18-75	[signature]	DIVISION ENGINEER

[illegible] STOCKS OF FORM PR-1240 (REV. 6-69)
[illegible] BE USED

8112

Form 81-[illegible]-1108

1P

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8112

Order No. 2

Section Forest Grove (Paving, Sign, Signals)

Date March 14, 1975

Highway Tualatin Valley

County Washington

F.A.P. No. RF-II-240 (4)

Prefix 34-1066 Account No. 285-02

Description of Work To Be Done:

Relocate City of Forest Grove sanitary sewer cleanout, plug and abandon 120 feet ± of sewer line.

Location by Station Numbers:

Station 246+50

Estimate of Quantities and Costs:

Lump Sum $312.69

Explanation:

Authority to reimburse City for this work is provided for under ORS 366.321. See attached cost estimate, sketch and correspondence between State & City for documentation. Reimbursement will be made in accordance with paragraph 7g (3) of PPM 30-4.

INSTRUCTIONS

mit a separate order for each piece or of state force work to be undertaken. he account number applying to that as indicated in the account numbers as- to state force work on contract jobs. copies of the order are to be submitted m. After final approval, two copies sent to the Regional Engineer and one the Resident Engineer.

Project authorization . . . . . $.....

Present estimate of project cost, including $ 312.69 for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

tted by: [signature] Regional Utility. Resident Engineer

Approval Recommended: .....

al Recommended: ..... Regional Engineer

For: Construction Engineer or Bridge Engineer

Approved: [signature]

4-3-75

Construction Engineer

8112

48

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

March 12, 1975

FROM: EDWARD L. HARDT
Regional Engineer

TO: E. S. HUNTER
Asst. State Highway Engineer

SUBJECT: Closure of Fir Road
Forest Grove Section
Tualatin Valley Highway
Washington County
Contract No. 8112

By letter dated December 11, 1974 Mr. Klaboe received a resolution from the City of Forest Grove requesting the closure of Fir Road and the construction of 19th Avenue to replace Fir Road for local access. Also requested was the construction of a cul-de-sac for a turn-around for school busses and construction of a fence along a portion of the bypass to prevent children from attempting to cross the highway. I was subsequently requested by Mr. Klaboe to contact the Forest Grove City Manager with a proposal that the Highway Division construct 19th Avenue, including acquisition of the necessary right of way, and the City be responsible for construction of the cul-de-sac. The proposal also was that the City and the State would share in the cost of the fence.

We have had several meetings with the Forest Grove people and now have an agreement with them that I believe will allow the project to go forward. Attached is a March 5 letter from the Forest Grove City Manager outlining responsibilities. Also attached are copies of the two maps referred to in this letter, as well as a copy of our right of way liaison report for the affected property.

The City's original concept was to construct a cul-de-sac somewhere on Fir Road (see sketch map attached to liaison report). However, they ran into opposition from one of the property owners on whose property the cul-de-sac would be located so they have modified their thinking and have now shown the cul-de-sac as a bus stop to be built integral with 19th Avenue. This bus stop would be located on property acquired and paid for by the Highway Division as part of the right of way acquisition for 19th Avenue. The purchase of this 19th Avenue right of way would result in a 60-foot wide remainder, which would be too narrow for any commercial development. The property to the south has already been subdivided and single-family dwellings built so there would be no buyer for the excess in that direction. Our thinking has always been that this property would be most likely turned over to the City for development of a mini-park or landscaped area. The City also forecasts using this surplus land for a mini-park. They have designed the bus stop as a permanent installation so that, in the future, when 19th Avenue is extended to the east, which would eliminate the need for a bus turn-around, the bus stop area would be used as a parking area for the mini-park. Our agreement with the City turning the surplus property over to them should specify that it will be used only for public purposes.

3-16-75

Washington County is involved in this agreement to the extent that Fir Road is presently a county road lying within the city limits of Forest Grove. Our agreement with the City contemplates the County giving up jurisdiction of the portion of Fir Road within the city limits and the County has no objection to this.

The City Manager of Forest Grove has the authorization of the City Council to authorize the Highway Division to construct the bus stop so long as the cost does not exceed $3,000. Based on bid prices for the subject contract, and assuming the work to be done by our contractor, the bus stop cost, using the minimum standards shown on the City's drawing, would be about $2,600, and built to our bypass highway standards about $3,700. I would suggest that our agreement with the City specify a maximum cost to the City for the work of $3,000. We will then come up with a design that fits that amount.

With respect to the fence originally requested by the City, our subsequent discussions with the City Manager have indicated that they are willing to drop this request. Incidentally, $15,000 has been programmed into the subject contract as anticipated item of the State's cost of building 19th Avenue.

If you agree to the conditions of our agreement with the City as contained in the last paragraph of the first page of the City's letter, then I would request that two things be done: (1) The right of way purchase be programmed immediately so as to make this property available for construction to coincide with our contractor's work this summer, and (2) Our County-City Section be requested to prepare a formal City-County-State agreement covering the responsibilities of each agency.

ELH/cr
Attachments
cc C. O. Fredrickson
Kenneth Rolfe
Willard Scofield

Oregon State Highway Division

Federal Aid
Project No. RF-U-240(4)

FOREST GROVE SECTION

TUALATIN VALLEY HIGHWAY IN WASHINGTON COUNTY

Salem, Oregon, February 14, 1975

Revised Project Agreement Estimate.

Type Code 6204
Roadway (Urban Area)(Sta. 226+42 to Sta. 312+60)

Mobilization	All Required(65%)		$ 45,500.00
Temporary Protection and Direction of Traffic	All Required(65%)		6,500.00
Temporary Signs	250 sq.ft.	6.00	1,500.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	1,320 lin.ft.	5.50	7,260.00
Flagmen	410 hr.	5.50	2,255.00
Clearing and Grubbing	All Required(65%)		26,000.00
Removal of Structures and Obstructions	All Required(65%)		
Ditch Excavation	40 cu.yd.	2.50	975.00
Embankment in Place	79,300 cu.yd.	1.20	100.00
Trench Excavation	2,350 cu.yd.	4.50	95,160.00
Finishing Roadbed and Slopes	All Required(65%)		10,575.00
Obliteration of Roadway	All Required(80%)		3,250.00
Watering	400 M-gal.		400.00
1"-0 Aggregate Base	110 cu.yd.	4.50	1,800.00
Lime Treated Subgrade	79,500 sq.yd.	13.00	1,430.00
Lime for Treated Subgrade	860 ton	0.45	35,775.00
Asphalt in Seal	90 ton	40.00	34,400.00
Roadbed Erosion Control Ditches	All Required(25%)	125.00	11,250.00
Class "C" Asphalt Concrete	25 ton		750.00
12-inch Culvert Pipe	800 lin.ft.	32.00	800.00
15-inch Culvert Pipe	20 lin.ft.	4.75	3,800.00
18-inch Culvert Pipe	670 lin.ft.	5.50	110.00
36-inch Culvert Pipe	290 lin.ft.	6.50	4,355.00
48-inch Culvert Pipe	160 lin.ft.	13.50	3,915.00
66-inch Culvert Pipe	300 lin.ft.	20.00	3,200.00
12-inch Sewer Pipe	700 lin.ft.	47.00	14,100.00
15-inch Sewer Pipe	790 lin.ft.	5.50	3,850.00
Concrete Manholes	1 only	6.50	5,135.00
Concrete Inlets, Type G-1	14 only	600.00	600.00
6-inch Drain Pipe	600 lin.ft.	300.00	4,200.00
Special Filter Material in Drains	100 cu.yd.	2.50	1,500.00
Guard Rail, Type 1	100 lin.ft.	14.00	1,400.00
Rail End Pieces, Type A	4 only	10.00	1,000.00
Paved Culvert End Slopes	700 sq.ft.	20.00	80.00
		5.00	3,500.00

Loose Riprap, Class 50	60 cu.yd.	7.00	420.00
Vehicle Barrier Posts	6 only	100.00	600.00
Roadside Seeding and Mulching	9 acre	500.00	4,500.00
			$341,945.00

Anticipated Items

Additional Slope Protection	All Required(65%)		$ 6,500.00
Temporary Erosion Control	All Required(65%)		650.00
On the Job Trainee (4 @ $800)	All Required(65%)		2,080.00
City of Forest Grove Water & Sewer	All Required		10,976.07
City of Forest Grove Water	All Required		922.81
City of Forest Grove Power	All Required		8,382.82
Pacific Northwest Bell Telephone Co.	All Required		362.00
			$ 29,873.70
	Subtotal		$371,818.70
	Engineering		37,181.30
	Total		$409,000.00

Type Code X080
Structure Br. #16129 (Sta. 307+00 to Sta. 308+49.98)
Precast Slab Structure (Alternate "A")

Furnish Pile Driving Equipment	All Required(25%)		$ 7,000.00
Furnish 14-inch Prestressed Concrete Piling	2,720 lin.ft.	8.00	21,760.00
Drive Prestressed Concrete Piles	2,072 lin.ft.	0.50	1,036.00
Class "A" Concrete (55 cu.yd.)	All Required(18%)		7,560.00
4'x50'/55' Prestressed Slabs	45 only	1,725.00	77,625.00
Reinforcement (10,400 lb.)	All Required(19%)		4,322.50
Three Tube Metal Railing	300 lin.ft.	28.00	8,400.00
Pedestrian Handrail	150 lin.ft.	24.00	3,600.00
Reinforced Concrete Bridge End Panels	280 sq.yd.	32.00	8,960.00
	Subtotal		$140,263.50
	Engineering		14,025.50
	Total		$154,289.00

Type Code 6204
Roadway (Rural Area)(Sta. 312+60 to Sta. 359+00)

Mobilization	All Required(35%)		$ 24,500.00
Temporary Protection and Direction of Traffic	All Required(35%)		3,500.00
Temporary Signs	290 sq.ft.	6.00	1,740.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	330 lin.ft.	5.50	1,815.00
Flagmen	840 hr.	5.50	4,620.00
Clearing and Grubbing	All Required(35%)		14,000.00
Removal of Structures and Obstructions	All Required(35%)		525.00
Ditch Excavation	260 cu.yd.	2.50	650.00
Embankment in Place	78,700 cu.yd.	1.20	94,440.00
Trench Excavation	650 cu.yd.	4.50	2,925.00
Finishing Roadbed and Slopes	All Required(35%)		1,750.00
Obliteration of Roadway	All Required(20%)		100.00
Watering	400 M-gal.	4.50	1,800.00
1" - 0 Aggregate Base	60 cu.yd.	13.00	780.00
Lime Treated Subgrade	45,500 sq.yd.	0.45	20,475.00
Lime for Treated Subgrade	490 ton	40.00	19,600.00
Asphalt in Seal	60 ton	125.00	7,500.00
Roadbed Erosion Control Ditches	All Required(75%)		2,250.00
Class "C" Asphalt Concrete	25 ton	32.00	800.00
12-inch Culvert Pipe	720 lin.ft.	4.75	3,420.00
18-inch Culvert Pipe	400 lin.ft.	6.50	2,600.00
36-inch Culvert Pipe	140 lin.ft.	13.50	1,890.00
42-inch Culvert Pipe	150 lin.ft.	17.50	2,625.00
48-inch Culvert Pipe	270 lin.ft.	20.00	5,400.00
60-inch Arch Type Pipe	120 lin.ft.	44.00	5,280.00
Concrete Inlets, Type G-1	20 only	300.00	6,000.00
Guard Rail, Type 1	25 lin.ft.	10.00	250.00
Rail End Pieces, Type A	2 only	20.00	40.00
Type 2 Fence	1,600 lin.ft.	3.00	4,800.00
20'x48" Double Gates	1 only	500.00	500.00
Paved Culvert End Slopes	1,100 sq.ft.	5.00	5,500.00
Loose Riprap, Class 50	110 cu.yd.	7.00	770.00
Roadside Seeding and Mulching	5 acre	500.00	2,500.00
			$245,345.00

Anticipated Items

Additional Slope Protection	All Required(35%)		$ 3,500.00
Railroad Protective Cost	All Required		3,500.00
Temporary Erosion Control	All Required(35%)		350.00
On the Job Trainee (4 @ $800)	All Required(35%)		1,120.00

Work by City of Hillsboro (Water)	All Required		20,104.82
Work by S.P.T.C. Railroad	All Required		39,770.00
			$ 68,344.82
	Subtotal		$313,689.82
	Engineering		42,347.18
	Total		$356,037.00

Type Code X080
Structure Br. #9637 (Sta. 312+60 to Sta. 314+25)
Precast Slab Structures

Furnish Pile Driving Equipment	All Required(25%)		$ 7,000.00
Furnish 14-inch Prestressed Concrete Piling	3,780 lin.ft.	8.00	30,240.00
Drive Prestressed Concrete Piles	2,948 lin.ft.	0.50	1,474.00
Class "A" Concrete (80 cu.yd.)	All Required(27%)		11,340.00
4'x45'/50' Prestressed Slabs	15 only	1,660.00	24,900.00
4'x55'/60' Prestressed Slabs	30 only	2,450.00	73,500.00
Reinforcement (14,300 lb.)	All Required(27%)		6,142.50
Three Tube Metal Railing	330 lin.ft.	28.00	9,240.00
Pedestrian Handrail	165 lin.ft.	24.00	3,960.00
Reinforced Concrete Bridge End Panels	390 sq.yd.	32.00	12,480.00
			$180,276.50

Type Code X080
Structure Br. #16130 (Sta. 321+80 to 324+13.96)

Furnish Pile Driving Equipment	All Required(25%)		$ 7,000.00
Furnish 14-inch Prestressed Concrete Piling	3,600 lin.ft.	8.00	28,800.00
Drive Prestressed Concrete Piles	2,632 lin.ft.	0.50	1,316.00
Class "A" Concrete (85 cu.yd.)	All Required(28%)		11,760.00
4'x45'/50' Prestressed Slabs	75 only	1,660.00	124,500.00
Reinforcement (14,500 lb.)	All Required(27%)		6,142.50
Three Tube Metal Railing	468 lin.ft.	28.00	13,104.00
Pedestrian Handrail	234 lin.ft.	24.00	5,616.00
Reinforced Concrete Bridge End Panels	280 sq.yd.	32.00	8,960.00
			$207,198.50

Type Code X080
Structure Br. #9638 (Sta. 337+03 to Sta. 337+78.01)

Furnish Pile Driving Equipment	All Required(25%)			$ 7,000.00
Furnish 14-inch Prestressed Concrete Piling	2,312	lin.ft.	8.00	18,496.00
Drive Prestressed Concrete Piles	1,772	lin.ft.	0.50	886.00
Class "A" Concrete (80 cu.yd.)	All Required(27%)			11,340.00
4'x25'/30' Prestressed Slabs	63	only	805.00	50,715.00
Reinforcement (14,000 lb.)	All Required(27%)			6,142.50
Three Tube Metal Railing	150	lin.ft.	28.00	4,200.00
Pedestrian Handrail	75	lin.ft.	24.00	1,800.00
Reinforced Concrete Bridge End Panels	390	sq.yd.	32.00	12,480.00
				$113,059.50
			Subtotal	$500,534.50
			Engineering	67,571.50
			Total	$568,106.00

Type Code 6204
Paving (Urban Area) (Sta. 226+42 to Sta. 312+60)

Mobilization	All Required (65%)			$ 42,250.00
Temporary Protection and Direction of Traffic	All Required (65%)			2,600.00
Temporary Signs	100	sq.ft.	6.00	600.00
Flagmen	100	hr.	14.00	1,400.00
Removal of Structures and Obstructions	All Required (65%)			3,250.00
Ditch Excavation	240	cu.yd.	5.00	1,200.00
General Excavation	2,215	cu.yd.	5.50	12,182.50
Trench Excavation	32	cu.yd.	20.00	640.00
Watering	100	M-gal.	10.00	1,000.00
Aggregate Shoulders	3,700	ton	4.50	16,650.00
Reconditioning Old Roadbed	All Required (65%)			3,250.00
Cement Treated Base Mixture	20,600	ton	5.25	108,150.00
Portland Cement in CTB Mixture	1,130	ton	48.00	54,240.00
Asphalt in Seal	70	ton	100.00	7,000.00
Class "B" or "C" Asphalt Concrete Mixture	14,100	ton	9.00	126,900.00
Asphalt Cement in Mixture	920	ton	75.00	69,000.00
Asphalt in Tack Coat	4	ton	100.00	400.00
12-inch Culvert Pipe	50	lin.ft.	15.00	750.00
12-inch Metal Flap Gate	1	only	350.00	350.00
12-inch Pipe Diaphragms	2	only	500.00	1,000.00

Guard Rail, Type 1	200 lin.ft.	5.30	1,060.00
Guard Rail, Type 2A	925 lin.ft.	7.05	6,521.25
Guard Rail, Type 2A Modified	75 lin.ft.	10.35	776.25
Guard Rail, Type 3	75 lin.ft.	14.60	1,095.00
Guard Rail, Type 3 Modified	75 lin.ft.	44.00	3,300.00
Guard Rail Anchors, Type 1	2 only	300.00	600.00
Rail End Pieces, Type A	12 only	21.00	252.00
Rail End Pieces, Type C	2 only	128.00	256.00
Vehicle Barrier Posts	3 only	300.00	900.00
42" Chain Link Fence	140 lin.ft.	7.00	980.00
Concrete Driveways	44 sq.yd.	12.00	528.00
Concrete Curbs and Islands	10 cu.yd.	70.00	700.00
Extra for Asphalt Approaches	10 only	100.00	1,000.00
Drainage Curbs	630 lin.ft.	1.00	630.00
Loose Riprap, Class 100	10 cu.yd.	40.00	400.00
Guide Posts	90 only	13.50	1,215.00
Membrane Waterproofing	1,020 sq.yd.	15.00	15,300.00
Removal of Existing Sign Installations	All Required (12%)		24.00
Painted Wood Sign Posts	All Required (55%)		1,870.00
Sign Support Footings	All Required (52%)		1,404.00
Single Sign Supports	All Required (55%)		7,150.00
Double Sign Supports	All Required (51%)		3,060.00
Type "A" Signs in Place	365 sq.ft.	8.40	3,066.00
Type "C", "D" and "R" Signs in Place	340 sq.ft.	8.30	2,822.00
Type "EE" and "U" Signs in Place	112 sq.ft.	10.75	1,204.00
Type "I" Signs in Place	64 sq.ft.	8.50	544.00
Type "V" Signs in Place	12 sq.ft.	9.75	117.00
Move Existing Signs	All Required		110.00
Traffic Signal Installation, Complete	All Required (90%)		35,550.00
			$545,247.00

Anticipated Items

Railroad Protective Cost	All Required (65%)	$ 2,470.00
Temporary Erosion Control (E.W.)	All Required (65%)	650.00
Asphalt Walks (to Signals (E.W.)	All Required (90%)	900.00
On-the-Job Trainee (2 @ $800) (E.W.)	All Required (50%)	800.00
City of Forest Grove Water and Sewer	All Required	958.27
		$ 5,778.27
Subtotal		$551,025.27
Engineering		54,651.73
Engineering (Signal Controller Testing)		450.00
Total		$606,127.00

Type Code 6204
Roadway (Rural Area) (Sta. 312+60 to Sta. 359+00)

Mobilization	All Required (35%)			$ 22,750.00
Temporary Protection and Direction of Traffic	All Required (35%)			1,400.00
Temporary Signs	100	sq.ft.	6.00	600.00
Flagmen	100	hr.	14.00	1,400.00
Removal of Structures and Obstructions	All Required (35%)			1,750.00
General Excavation	75	cu.yd.	5.50	412.50
Watering	50	M-gal	10.00	500.00
Aggregate Shoulders	2,000	ton	4.50	9,000.00
Reconditioning Old Roadbed	All Required (35%)			1,750.00
Cement Treated Base Mixture	11,900	ton	5.25	62,475.00
Portland Cement in CTB Mixture	660	ton	48.00	31,680.00
Asphalt in Seal	30	ton	100.00	3,000.00
Class "B" or "C" Asphalt Concrete Mixture	8,000	ton	9.00	72,000.00
Asphalt Cement in Mixture	520	ton	75.00	39,000.00
Asphalt in Tack Coat	2	ton	100.00	200.00
Guard Rail, Type 2A	1,175	lin.ft.	7.05	8,283.75
Guard Rail, Type 2A Modified	150	lin.ft.	10.35	1,552.50
Guard Rail, Type 3	175	lin.ft.	14.60	2,555.00
Guard Rail, Type 3 Modified	125	lin.ft.	44.00	5,500.00
Guard Rail Anchors, Type 1	12	only	300.00	3,600.00
Rail End Pieces, Type A	9	only	21.00	189.00
Rail End Pieces, Type C	11	only	128.00	1,408.00
Rail End Pieces, Type Special	1	only	100.00	100.00
42" Chain Link Fence	330	lin.ft.	7.00	2,310.00
Extra for Asphalt Approaches	5	only	100.00	500.00
Drainage Curbs	2,192	lin.ft.	1.00	2,192.00
Guide Posts	50	only	13.50	675.00
Membrane Waterproofing	3,430	sq.yd.	15.00	51,450.00
Removal of Existing Sign Installations	All Required (88%)			176.00
Painted Wood Sign Posts	All Required (45%)			1,530.00
Sign Support Footings	All Required (48%)			1,296.00
Single Sign Supports	All Required (45%)			5,850.00
Double Sign Supports	All Required (49%)			2,940.00
Type "A" Signs in Place	264	sq.ft.	8.40	2,217.60
Type "C", "D" and "R" Signs in Place	314	sq.ft.	8.30	2,606.20
Type "EE" and "U" Signs in Place	134	sq.ft.	10.75	1,440.50
Type "EEE" Signs in Place	64	sq.ft.	8.50	544.00
Type "V" Signs in Place	6	sq.ft.	9.75	58.50
Traffic Signal Installation, Complete	All Required (10%)			3,950.00
				$350,841.55

Anticipated Items

Railroad Protective Cost	All Required (35%)	$ 1,330.00
Temporary Erosion Control (E.W.)	All Required (35%)	350.00
Asphalt Walk (to Signal) (E.W.)	All Required (10%)	100.00
On-the-Job Trainee (2 @ $800) (E.W.)	All Required (50%)	800.00
		$ 2,580.00
	Subtotal	$353,421.55
	Engineering	47,661.45
	Engineering (Signal Controller Testing)	50.00
	Total	$401,133.00

Length of Urban Roadway	1.604 miles
Structure #16129	0.028 mile
Subtotal	1.632 miles
Length of Rural Roadway	0.758 mile
Structures #9637,16130 & 9638	0.121 mile
Subtotal	0.879 mile
Total	2.511 miles

Grading

Cost of Urban Roadway Per Mile	$254,987.53
Cost of Rural Roadway Per Mile	$469,705.80

Paving

Cost of Urban Paving Per Mile	$377,884.66
Cost of Rural Paving Per Mile	$529,199.21

Work Retained in Program Status (Urban)

Bikeway Signs (S.F.)	All Required	$ 715.00
Unified Sewerage Agency	All Required	250.00
	Subtotal	$ 965.00
	Engineering	96.00
	Total	$ 1,061.00

Work Retained in Program Status (Rural)

Topsoil for Borrow Area	All Required	$ 10,000.00
Bikeway Signs (S.F.)	All Required	385.00
	Subtotal	$ 10,385.00
	Engineering	1,401.00
	Total	$ 11,786.00

SUMMARY OF FUNDS

Description		Total Cost	Federal Funds	State Funds
Urban:	Grading	$ 409,000.00	$ 319,633.00	$ 89,367.00
	Structures	154,289.00	120,576.00	33,713.00
	Paving	606,127.00	473,688.00	132,439.00
	Subtotal	$1,169,416.00	$ 913,897.00	$255,519.00
	Retained in Program	1,061.00	829.00	232.00
	Total Urban	$1,170,477.00	$ 914,726.00	$255,751.00
Rural:	Grading	$ 356,037.00	$ 278,242.00	$ 77,795.00
	Structures	568,106.00	443,974.00	124,132.00
	Paving	401,133.00	313,485.00	87,648.00
	Subtotal	$1,325,276.00	$1,035,701.00	$289,575.00
	Retained in Program	11,786.00	9,210.00	2,576.00
	Total Rural	$1,337,062.00	$1,044,911.00	$292,151.00

Grading

Group 1 Urban 35%; Group 2 Rural 54%; Group 8 11%
Prefix: 34-1064

Contract No. 7990

Paving

Group 1 Urban 58%; Group 2 Rural 39%; Group 8 3%
Prefix: 34-1066

Contract No. 8112

FOREST GROVE SECTION

Nonparticipating - State Work

Permanent Pavement Striping (S.F.)	All Required	$1,000.00
Stage Construction Striping (S.F.)	All Required	500.00
State Responsibility for Damages	All Required	500.00
		$2,000.00

#8112

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE February 11, 1975

TO Victor D. Wolfe, Location Engineer
ATTENTION: Donald E. Shaffer

FROM Specifications Unit

SUBJECT Footpaths and Bicycle Trails for Forest Grove paving, signing and traffic signals project

NOTED
E. S. HUNTER

The following items are chargeable to footpaths and bicycle trails on the above-named project:

NO.	ITEM	UNIT	QUANTITY	PRICE	AMOUNT
15	Class "B" or Class "C" Asphalt Concrete Mixture	Ton	1,300	$ 9.00	$11,700.00
16	Asph. Cement in Mixture	Ton	85	75.00	6,375.00
30	Vehicle Barrier Posts	Each	3	300.00	900.00
31	42" Chain Link Fence	Lin. Ft.	470	7.00	3,290.00
	EXTRA ITEM:				
	Bicycle Signing				1,100.00
			TOTAL		$23,365.00

Width: 8' Length 2.51 miles

Total of all contract items $ 896,088.55

2.61 % of contract in footpaths and bicycle trails.

cc: E. S. Hunter
J. H. Versteeg
L. W. Rulien
C. T. Keasey
V. E. Skoog
D. A. Ridings
V. L. Gallagher

RECEIVED
FEB 12 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8112 1-22-75

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RF-U-240(4)

STATE PROJECT NO.: Forest Grove Section

FROM: G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.:

ITEM NO.: U-170 & RF-7

COUNTY NAME: Washington

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:

Mr. F. B. Klaboe,
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
January 8, 1975	January 8, 1975	Primary 32	Primary 29

RECEIVED
STATE HWY ENGR
JAN 27 '75
REFER TO
Hurlo
FOR
Info | Inves | R/D | D/R | Sign | Act | File

GENERAL LOCATION:
City of Forest Grove

GENERAL DESCRIPTION OF WORK:
Paving, Signing and Traffic Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[X] OF BIDS

[X] OTHER (Specify)

Railroad Protective Services	$3,800.00
Temporary Erosion Control	$1,000.00
Asphalt Walks	$1,000.00
On-the-Job Training	$1,600.00

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your estimate.

Mr. Rulien's January 6, 1975 request and certifying statements are accepted.

PS&E documents have been reviewed for the subject project and are approved.

A signed copy of the Title Sheet is returned herewith.

1-28-75
ORIGINAL TO
L. W. Rulien

RECEIVED
JAN 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-22-75	Glenn L. Green	Division Engineer

FORM PR-1240 (REV. 8-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

.8112

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 16, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
January 30 Bid Letting

Bids will be taken January 30 on the following eleven projects. This is an information report to document the Highway Division's actions taken with regard to establishing footpaths and bicycle trails on those projects as set forth in Oregon Laws 1971, Chapter 366.

1. North Powder-Baldock Slough
Old Oregon Trail Highway, Union and Baker Counties
Paving Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2 (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Benson Creek Interchange-Olds Ferry Interchange
Old Oregon Trail Highway, Malheur County
Grade, Pave, Barriers and Signing Project

Same as No. 1.

3. Pleasant Valley Interchange-Bubbs Ranch
Old Oregon Trail Highway, Baker County
Grade, Pave, Guardrail and Sign Project

Same as No. 1.

4. SE Causey Avenue-Mt. Scott Creek
East Portland Freeway, Clackamas County
Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. Mt. Scott Creek-Lake Road Interchange
East Portland Freeway, Clackamas County
Roadside Improvement Project

Same as No. 4.

6. Lake Road Interchange-Gladstone Interchange
East Portland Freeway, Clackamas County
Roadside Improvement Project

Same as No. 4.

7. Forest Grove
Tualatin Valley Highway, Washington County
Paving, Signing and Traffic Signal Project

AC surfacing of a Class I bikeway is included in the project.

8. Oswego Highway at Foothills Road (Lake Oswego)
Oswego Highway, Clackamas County
Signal Project

Same as No. 4.

9. Deadman Creek-Wilson River
Wilson River Highway, Tillamook County
Grade and Pave Project

Bicycle trails will not be included as the project is basically an overlay with minor grading to obtain a 32-foot top width.

10. Nestucca Spit State Park
Tillamook County
Grading, Paving and Facilities Project

Same as No. 4.

11. Cascadia State Park
Linn County
Grading, Paving and Facilities Project

Same as No. 4.

bc: C. W. Head, George M. Baldwin, A. E. Johnson, E. S. Hunter, R. L. Schroeder, Dave Talbot, L. E. George, Victor Wolfe, Gary Sund, Jack Graham

WHW:jp srb

#8112

29

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Region 1 - Milwaukie

January 6, 1975

FROM: D. R. ADAMS
Regional Construction Engineer

SUBJECT: Bikeway Sign Plans
Forest Grove Bypass Section

TO: J. H. VERSTEEG
Road Design Engineer

We have received copies of the proposed signing for the Forest Grove Section Bikeway from the Traffic Section.

The Traffic Section advises that these signs should be installed by State Forces and we estimate this will cost approximately $1,600. Would you please arrange to include this amount in the contract authorization?

1/8/75
In August
authorization

DRA/b
cc: L. E. George
Hank Wakerlig
W. J. Scofield

1 Versteeg
A. Olsen
3 Traffic
Scott
2 Simpson

RECEIVED
JAN 7 1975
ROAD DESIGN SECTION

Reply
Approval
Keep
Do not file
Return To
Other

REFERRED TO
Beard B Read
Cole 1 Sample
Eriksen Watson
Heger Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

#8112

29

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

Region 1 - Milwaukie

December 30, 1974

FROM: D. R. ADAMS
Regional Construction Engineer

SUBJECT: Forest Grove Section
Washington County
Prefix 34-1487

TO: FRANK E. TERPIN
Final Design Engineer

We have reviewed your letter of December 23 regarding the modification of the median noses at each end of channelizations on the subject project. As you state, this change will reduce the surface width by eight feet and will, in effect, increase the exposure of cement treated, oil seal subgrade where these median noses have been narrowed. It is somewhat difficult to predict exactly what that condition will look like and whether or not it will need correction and how that correction would be obtained.

I believe the additional eight feet added to the two feet exposure resulting from the change of surfacing slopes from 6:1 to 4:1 will leave an excessive amount of cement treated subgrade exposed. These probably should be corrected and I think an anticipated item of perhaps $1,500 would cover any solution we could develop on the ground. Where appropriate this could take the form of either cutting the section out and reshaping the slope or utilizing excess excavation material to fill over this exposed subgrade. On the other hand, the condition may not have a poor appearance and we will be able to live with it as it develops. With the $1,500 in the anticipated items we should have the flexibility to remedy the condition as required.

DRA/b
cc: W. J. Scofield

$1500 put in contract authorization 12/31/74

#8112

29

Form 81.734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

December 23, 1974

FROM: Frank E. Terpin F.E.T.
Final Design Engineer

SUBJECT: Forest Grove Section
Tualatin Valley Highway
Washington County

TO: Edward L. Hardt
Region 1 Engineer

Channelization striping for the project, at Mr. Versteeg's instructions, will be shown in the new pattern developed by the Preliminary Design Section. This striping pattern is a change from the median shape that was shown on the grading plans.

The pavement width at the median noses at each end of the channelizations has been reduced by eight feet and this width is tapered off in about 400 feet back and ahead. This reduces the pavement area at each end of a channelization by about 3,200 square feet. There are six locations on the project where this will occur for a total reduction in pavement area of 19,200 square feet and a cost savings of about $15,000.

We had previously reduced the surfacing slopes from 6:1 to 4:1, which leaves two feet of the existing cement treated and oil sealed subgrade exposed. This design change will leave an additional area of the treated and sealed subgrade exposed.

Do you believe the conditions described will be visually unattractive? Should we make an effort to conceal it?

2 Versteeg V
A. Olson
1 Terpin T
Scott
Swenson
R. Olson
Trout

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DEC 26 1974
ROAD DESIGN SECTION

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Bring Up
Other

Frank Terpin - I agree as long as this 7:1 should be completed as planned with 6:1 slopes. E.S.H.

RECEIVED
DEC 24 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Discussed with Hunter & Hardt - will stay with 4:1 slopes unless notified by Region 12/27/74 Terpin

FE:we
cc: E. S. Hunter
Fred Eriksen

REFERRED TO

Beard, Read, Cole, Sample, Eriksen F.E., Watson, Hager, Wolfe
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

#8112

FORM S-80

TRA 7-2

29

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE December 18, 1974

TO J. H. Versteeg
Road Design Engineer

FROM L. E. George
Traffic Engineer

SUBJECT Preliminary Paving and Signing Plans
Forest Grove Bypass
Tualatin Valley Highway No. 29

Attached is a revised copy of the sign study plan for the Forest Grove Bypass.

TL:cr
cc: Ed Hardt

1 Versteeg ✓
A. Olson
2 Torpin T
Scott
Swenson
R. Olson
Trout

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DEC 19 1974
ROAD DESIGN SECTION

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Return To
Bring Up ___/___/___
Other

WGB. We have approved copy

FOREST GROVE SECTION
TUALATIN VALLEY HWY.

"DO NOT PASS"
"DO NOT PASS"
"TRAFFIC SEPARATOR"
"STOP"
McMINNVILLE
PORTLAND
MAPLE ST.
2 Req'd
BIKEWAY
"TRAFFIC SEPARATOR"
"DO NOT PASS"
"DO NOT PASS"
"TRAFFIC SEPARATOR"

AHEAD", "PAVEMENT NARROWS", "SLOW", "BASIC SPEED 55" & curve signs.

main in place
in in place.
new wood post.
0" sign.

ing by others.
on bikeway signing plans
)
ct to revision due to road name change from Washington County.

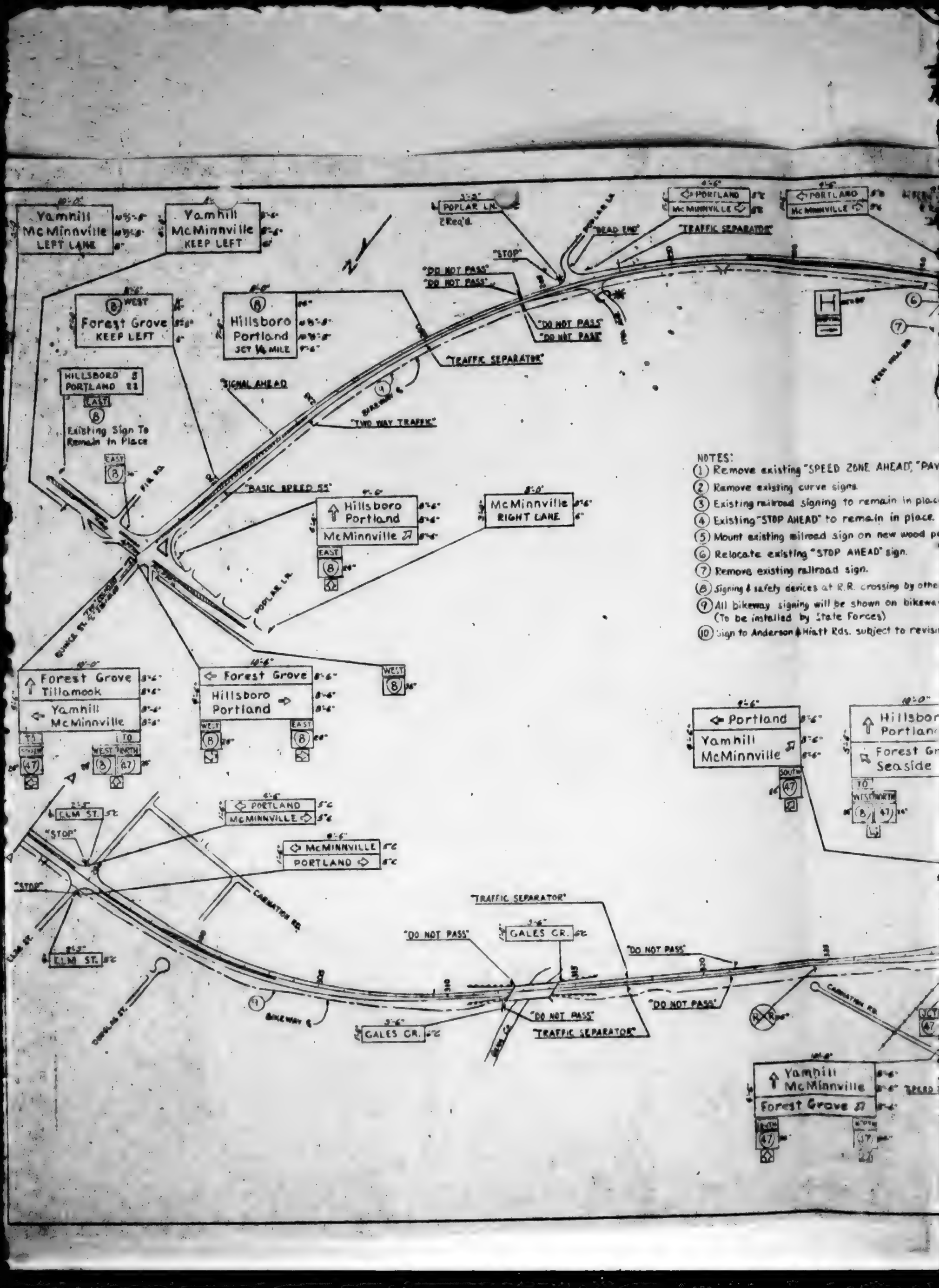
Hillsboro
Portland
Forest Grove
Seaside
47 Forest Grove Seaside NEXT LEFT
TO EAST
McMINNVILLE
47
"STOP"
"TRAFFIC SEPARATOR"
"DO NOT PASS"
"DO NOT ENTER"
"YIELD"
ANDERSON RD.
"DO NOT ENTER"
"YIELD"
"DO NOT PASS"
BIKEWAY
TO HIATT RD.
"BASIC SPEED 55"
"STOP AHEAD"
Yamhill 13
McMinnville 24
"YIELD"
"DO NOT ENTER"
"STOP"
"STOP AHEAD"
DEAD END
DEAD END AHEAD
"DO NOT ENTER"
"YIELD"
"STOP AHEAD"
EXIST. TUALATIN VALLEY HWY.
TO HIATT RD.
FOREST GROVE
PORTLAND
McMINNVILLE
TO HIATT RD.

REVISED 12-18-74

John D. Burdett
CITY APPROVAL
1/17/74
DATE

John F. Crockett
COUNTY ENGINEER
1/14/74
DATE

SIGNING PROJECT
FOREST GROVE SECTION
TUALATIN VALLEY HIGHWAY


Yamhill
McMinnville
LEFT LANE
Yamhill
McMinnville
KEEP LEFT
POPLAR LN.
2 Req'd.
PORTLAND
McMINNVILLE
PORTLAND
McMINNVILLE
"DEAD END"
"TRAFFIC SEPARATOR"
"STOP"
"DO NOT PASS"
"DO NOT PASS"
"DO NOT PASS"
"DO NOT PASS"
WEST
Forest Grove
KEEP LEFT
Hillsboro
Portland
JCT ¼ MILE
"TRAFFIC SEPARATOR"
HILLSBORO 5
PORTLAND 33
EAST
Existing Sign To
Remain In Place
"SIGNAL AHEAD"
"TWO WAY TRAFFIC"
"BASIC SPEED 55"
Hillsboro
Portland
McMinnville
EAST
McMinnville
RIGHT LANE
FIR RD.
POPLAR LN.
Forest Grove
Tillamook
Yamhill
McMinnville
Forest Grove
Hillsboro
Portland
WEST
EAST
WEST
Portland
Yamhill
McMinnville
SOUTH
Hillsboro
Portland
Forest Grove
Seaside
TO
ELM ST.
"STOP"
PORTLAND
McMINNVILLE
McMINNVILLE
PORTLAND
"STOP"
CARNATION RD.
"TRAFFIC SEPARATOR"
"DO NOT PASS"
GALES CR.
"DO NOT PASS"
ELM ST.
DOUGLAS ST.
BIKEWAY
GALES CR.
"DO NOT PASS"
"TRAFFIC SEPARATOR"
"DO NOT PASS"
CARNATION RD.
Yamhill
McMinnville
Forest Grove
NOTES:
(1) Remove existing "SPEED ZONE AHEAD", "PAV
(2) Remove existing curve signs
(3) Existing railroad signing to remain in plac
(4) Existing "STOP AHEAD" to remain in place.
(5) Mount existing railroad sign on new wood p
(6) Relocate existing "STOP AHEAD" sign.
(7) Remove existing railroad sign.
(8) Signing & safety devices at R.R. crossing by othe
(9) All bikeway signing will be shown on bikewa
(To be installed by State Forces)
(10) Sign to Anderson & Hiatt Rds. subject to revisi

FORM E-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 17, 1974

TO MEMO TO THE FILES

FROM J. H. Versteeg
Road Design Engineer

SUBJECT Forest Grove Section

The specified completion time for the subject project will be as follows:

(a) All work except traffic signals, 200 calendar days (approx. September 10, 1975)

(b) Traffic signals, 240 calendar days (approx. November 30, 1975)

Since the grading job was finished with cement treated subgrade, the contractor may, if it fits into his construction schedule, elect to begin work on this project quite early and possibly complete by late July or August. In the event the determination is made to open this new section to traffic prior to completion of traffic signals, some temporary provision will have to be made for traffic control at the intersection of the Tualatin Valley Highway and Quince Street.

AB:fw

cc: Edward L. Hardt
William Zirbes
C. G. Swenson

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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DEC 17 1974
ROAD DESIGN SECTION

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Bring Up
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#8112

24

FORM E-20X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Aloha, Oregon

DATE Nov. 29, 1974

TO Mr. Fred Erickson
Design Team Supervisor

FROM W. S. Scofield

SUBJECT Additional Items
Forest Grove Section Paving Project
Tualatin Valley Highway

Herewith platted sections and work sheets for the earthwork required to grade out the existing crossroads for the upcoming Forest Grove paving project. There will be approximately 600 C. Y. of excess excavation. This excess can easily be disposed of within the job limits. There are some minor ponded areas in the borrow areas that could be corrected by filling. On the other hand, they may correct themselves by filling in from high water siltation this winter.

I am also submitting a profile for a ditch and an 18" culvert to drain the 2.5 foot deep pool under Overflow Structure #1. The culvert should include an outlet gate to close off the culvert from backflow when Gales Creek is in a high water stage. My estimate for this work iss $2100 based on bid prices for the Wolf Creek (Sunset Highway) Section,

The pool will probably not dry up before next May or June. This is the only objection to the situation that I see, other than the difficulty of explaining to people in the area who question "why".

c/c Don Adams

REFERRED TO

Beard Reed
Cole Sample
Eriksen FE Watson
Heger Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER
Keep Sections & sheets

1 Vandeeg V
R. Olson
1 Terpin T
Scott
3 Swenson
R. Olson
Trout

RECEIVED
NOV 29 1974
ROAD DESIGN SECTION

0112

#8112

29

OREGON STATE HIGHWAY DIVISION

FILE:

Frank E. Terpir
Final Design Engineer

SUBJECT: Forest Grove Section
Tualatin Valley Highway
Washington County

Don Adams
Region I Construction Engineer

REFERRED TO

Beard	Read
Cole	Semple
Eriksen FE	Watson
Heger	Wolfe

Return Discuss Do File Copy Dist.
BY FINAL DESIGN ENGINEER

Contract plans for the paving of this section are being prepared for the January 30, 1975 letting.

Surfacing material requirements have been computed and the net quantities are as follows:

Aggregate shoulder material	2,800 cubic yards
Cement treated base aggregate	16,400 cubic yards
Asphalt paving aggregates	12,500 cubic yards
TOTAL	31,700 cubic yards

If commercial sources are not to be utilized, surface mining permit applications with development and reclamation plans will be required for contractor developed sources.

1 Versteeg
A. Olson
2 Terpin
Scott
Swenson
R. Olson
Trout

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FE:we
cc: Fred Eriksen

1

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UE NOV 26 1974

SO REGION 1

EW

Sources. Mining should not be done for source development in area.

8112

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 18, 1974

TO Oregon ~~Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Traffic Signal Installation**
Forest Grove Bypass at Quince Street
City of Forest Grove

At the Oregon Transportation Commission meeting of September 25, 1974, approval was given to an agreement with the City of Forest Grove covering the installation of a traffic signal at the intersection of the new Forest Grove Bypass (Tualatin Valley Highway) and Quince Street.

The intent to adopt the signal installation as a permanent rule was published in the Administrative Rules Bulletin on October 15 and, since no requests for a hearing were received by October 30, the rule may now be adopted as a permanent rule.

It is recommended that the Commission adopt as a permanent rule the installation of a traffic signal at the intersection of the new Forest Grove Bypass and Quince Street in Forest Grove. This matter will be on the agenda of the November 25 meeting for your consideration.

bc: C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. E. George
C. O. Fredrickson
Jack Graham
Gary Sund

SW:pb srb

8112

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

November 13, 1974

FROM: Frank E. Terpin F.E.T.
Final Design Engineer

SUBJECT: Forest Grove Section (Paving)
Tualatin Valley Highway
Washington County

TO: MEMORANDUM TO THE FILES

The typical section for paving this project has been reviewed with consideration for conserving materials and reducing costs.

The main roadway and "FG" line surfacing sections will be revised from 6:1 shoulder slopes to 4:1 slopes. This change will leave two feet of the existing cement treated subgrade shoulder exposed.

Mr. Gregg, Base Design Engineer, definitely recommends against reshaping the two foot of subgrade, since the treated soil would be likely to break out in chunks.

NOTED
E. S. HUNTER

FE:we
cc: E. S. Hunter
W. J. Hart
C. T. Keasey
Gary A. Potter
L. W. Rulien
Victor D. Wolfe
C. G. Swenson
C. J. Gregg
Fred Eriksen

RECEIVED
NOV 13 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8112

October 31, 1974

City of Forest Grove
City Hall
Forest Grove, OR 97116

Attention: I. M. Burnett
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 3171

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement providing for the closure of 17th Avenue within the limits of the Forest Grove Section of the Tualatin Valley Highway in Washington County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox (conf. agree. att.)

#8112

29

Salem, Oregon
October 11, 1974

Frank E. Terpin
Final Design Engineer

E. L. Hardt
Region I Engineer

Forest Grove Section
Tualatin Valley Highway
Washington County

We are preparing plans for the paving of this project, which is currently scheduled for contract letting January 30, 1975.

We need a set of prints corrected to show any construction changes affecting the pavement width or shape as indicated on the grading plans. The corrected prints should also show the drainage (inlets and culverts) as it was constructed. Your early attention to this request will be appreciated.

One set of prints (for the grading project) is attached for your use.

FE:we
Attachment
cc: Fred Eriksen

Verstaeg
A. Olson
Terpin
Scott
Swanson
R. Olson
Trout

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OCT 14 1974
ROAD DESIGN SECTION

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Return To
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Other

8112

J

October 1, 1974

City of Forest Grove
P. O. Box 326
Forest Grove, OR 97116

Attn: John D. Burdett
Dir. of Public Works

5C

MISC. CONTRACTS and
AGREEMENTS No. 5118

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of a traffic signal at the intersection of the New Forest Grove Bypass (Tualatin Valley Highway) and Quince Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

FKN:ser

Att.

cc L. E. George
(Xerox agreement att.)

#8112

29

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Region 1 - Milwaukie

September 11, 1974

FROM: RONALD W. FAILMEZGER
Regional Traffic Engineer

TO: J. H. VERSTEEG
Final Design Engineer

SUBJECT: REVIEW OF STRIPING PLANS
Forest Grove Bypass Section
Tualatin Valley Highway

I am returning a copy of the striping plan for the subject section with suggested changes for striping this section in the field.

2-11-75

Striping plan revised
Mark corrections in red in our files
CMJ

RWF/lms
cc: Don Adams

1/2 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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SEP 12 1974
ROAD DESIGN SECTION

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Requires Approval ☐
Receiver Keep ☐
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Bring Up ___/___/___
Other

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon ~~State Highway~~ Transportation Commission

DATE September 11, 1974

This letter supersedes the one dated September 10 on this subject. Please destroy the earlier letter.

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Traffic Signal Installation**
Forest Grove Bypass at Quince Street
City of Forest Grove

Forest Grove Section
See 7990

We have prepared an agreement which has been signed by the City of Forest Grove covering the installation of a traffic signal at the intersection of the new Forest Grove Bypass (Tualatin Valley Highway) and Quince Street.

The agreement provides that the State shall prepare all plans and specifications and contract the work. The State will pay for the total cost of the project, and it will be funded as a part of the paving and signing contract on the bypass. After completion of the project, the State will maintain the traffic signals and the City will pay for all power consumed.

It is recommended that the Commission adopt the signal installation as a proposed rule and publish notice in the Administrative Rule Bulletin that it will be adopted as a permanent rule at the October Commission meeting.

Your approval of the agreement and authorization for me to sign the agreement is recommended. This matter will be on the agenda of the September 25 meeting for your consideration.

bc: C. W. Head
George M. Baldwin
A. E. Johnson
R. L. Schroeder
L. E. George
C. O. Fredrickson
J. H. Versteeg
Gary L. Sund
R. E. Whipps

RDT:kw srb

TO

OREGON
HIGH

8112

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 10, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Traffic Signal Installation**
Forest Grove Bypass at Quince Street
City of Forest Grove

We have prepared an agreement which has been signed by the City of Forest Grove covering the installation of a traffic signal at the intersection of the new Forest Grove Bypass (Tualatin Valley Highway) and Quince Street.

The agreement provides that the State shall prepare all plans and specifications and contract the work. The State will pay for the total cost of the project, and it will be funded as a part of the paving and signing contract on the bypass. After completion of the project, the State will maintain the traffic signals and the City will pay for all power consumed.

It is recommended that the Commission adopt the signal installation as a permanent rule if no public hearing is necessitated following publication of the notice in the Administrative Rule Bulletin.

Your approval of the agreement and authorization for me to sign the agreement is recommended. This matter will be on the agenda of the September 25 meeting for your consideration.

bc: C. W. Head
George M. Baldwin
A. E. Johnson
R. L. Schroeder
L. E. George
C. O. Fredrickson
J. H. Versteeg
Gary L. Sund
R. E. Whipps

RDT:kw srb

29

#8112

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 34-1487

Salem, Oregon

August 5, 1974

FROM: C. O. Fredrickson
REGION 2 ENGINEER

SUBJECT: Review of Striping Plans
Forest Grove Section
Tualatin Valley Highway

TO: Don Stoudenmeyer
PRELIMINARY DESIGN SUPERVISOR

With this letter, we are returning one copy of the subject striping plans with our suggested revisions. The construction of this project is being handled by Region 1 but since we will be responsible for the future maintenance of the striping, we took this opportunity to comment. We have forwarded two copies of this plan to Region 1 for their comments.

2-11-75

Striping! Concerned
these suggestions in Salem, Geo. files

RK/ek
Attach.

½ " U Road

29

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OR 97310

DATE February 5, 1974

TO E. S. Hunter
Asst. State Highway Engineer

FROM L. E. George
Traffic Engineer

1 Versteeg
2 A. Olson
3 Terpin
Scott
4 Swenson
R. Olson
Trout

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FEB 8 1974
ROAD DESIGN SECTION

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Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

SUBJECT Forest Grove Bypass
Tualatin Valley Highway

REFERRED TO

Cole — Reed
Eriksen EE — Semple
Heger — Watson
Return ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

Attached is correspondence indicating that both our Region Office and the City of Forest Grove feel a signal should be installed at the intersection of the new Forest Grove Bypass and the Tualatin Valley Highway near the north or east end of the project.

We have been planning on a flashing beacon at this location as it does not appear that traffic signals would be fully warranted by the anticipated traffic volumes. There are, however, four lanes plus a left-turn median on the Tualatin Valley Highway carrying an ADT in the vicinity of 16,000 vehicles. This type of newly constructed uncontrolled intersection on an extremely high volume highway has produced some adverse public reaction in the past.

Based on the Region's and the City's recommendation, I believe we should reconsider the matter and install an actuated signal as a part of the contract. The signal would cost in the vicinity of $40,000.

2-8-74
Bud
OK Ed H to install
cc Versteeg
Rulien

LEG:pb
Attachments

cc: L. W. Rulien

RECEIVED
FEB 6 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
L.E. GEORGE

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE January 28, 1974

TO L. E. GEORGE
Traffic Engineer

FROM L. W. RULIEN
Regional Engineer

SUBJECT SIGN STUDY PLANS
FOREST GROVE BYPASS
TUALATIN VALLEY HIGHWAY

Attached are copies of the sign plans for the Forest Grove Bypass which have been approved by the City of Forest Grove and Washington County.

Also attached is a copy of a letter from John D. Burdett, Director of Public Works for the City, calling out the City's concern for a potential hazard at the east end of the job. In short, the City feels that signalization at this point will be required. I share the City's feeling in this regard.

Attached also is a copy of a letter from John Crockett, Chief of Engineering Division, Washington County, requesting HOSPITAL signing. I believe that the request is in order and would recommend inclusion of the HOSPITAL signs.

NOTED
L.E. GEORGE

LWR/cr
Attachments
cc W. J. Scofield
H. E. Woodward

RECEIVED
JAN 30 1974
TRAFFIC ENGINEERING

City of Forest Grove

1924 COUNCIL STREET
P.O. Box 326
FOREST GROVE, OREGON 97116

January 18, 1974

Oregon State Highway Division
(Region 1)
P.O. Box 02157
Portland, OR 97202

Attn: L.W. Rulien, Regional Engineer

Dear Sir:

Enclosed is a signed copy of the sign study plan for the Forest Grove Bypass section of the Tualatin Valley Highway.

We are concerned with the potential hazard where the new bypass connects to the existing Tualatin Valley Highway at Quince Street and would hope that consideration be given to a signal at that intersection.

Otherwise we take no exceptions to the plan but would expect changes to be made after the highway is opened if it is found that traffic hazards exist.

Sincerely,

CITY OF FOREST GROVE

John D. Burdett

by: John D. Burdett
Director of Public Works

JDB:lst

Enclosure

RE RME RCE OE TE
JAN 22 1974
REGION 1
UE RSM RSC SO

8112

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OR 97310

DATE November 21, 1973

TO L. W. Fallien
Region 1 Engineer

FROM L. E. George
Traffic Engineer

NOTED
E. S. HUNTER

SUBJECT Need for Traffic Signals
Forest Grove Section
Tualatin Valley Highway

You recently sent me a copy of a November 13 letter from Ron Failmezger, suggesting that actuated traffic signals be installed at the junction of the new highway and the Tualatin Valley Highway.

Prior to going to Mr. Hunter for approval for a flashing beacon at this intersection, we worked up a traffic signal warrant comparison sheet based on the projected traffic. The results were quite similar to those which Ron developed. Both warrant comparison sheets show that the conditions will fall short of meeting the warrants when the facility is complete.

We have a great number of locations where the warrants are met for the installation of traffic signals throughout the state, but traffic signals are not being installed due to a lack of funds. For this reason, I believe that we should delay the signal installation at this location. We will design the flashing beacon so that it will convert to a regular traffic signal installation with a minimum of adjustment.

RDT:pb

cc: E. S. Hunter - w/att.

RECEIVED
NOV 26 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM S-00

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE November 13, 1973

TO L. W. RULIEN
Regional Engineer

SIGNED BY
R. W. FAILNEZGER

FROM RONALD W. FAILNEZGER
Regional Traffic Engineer

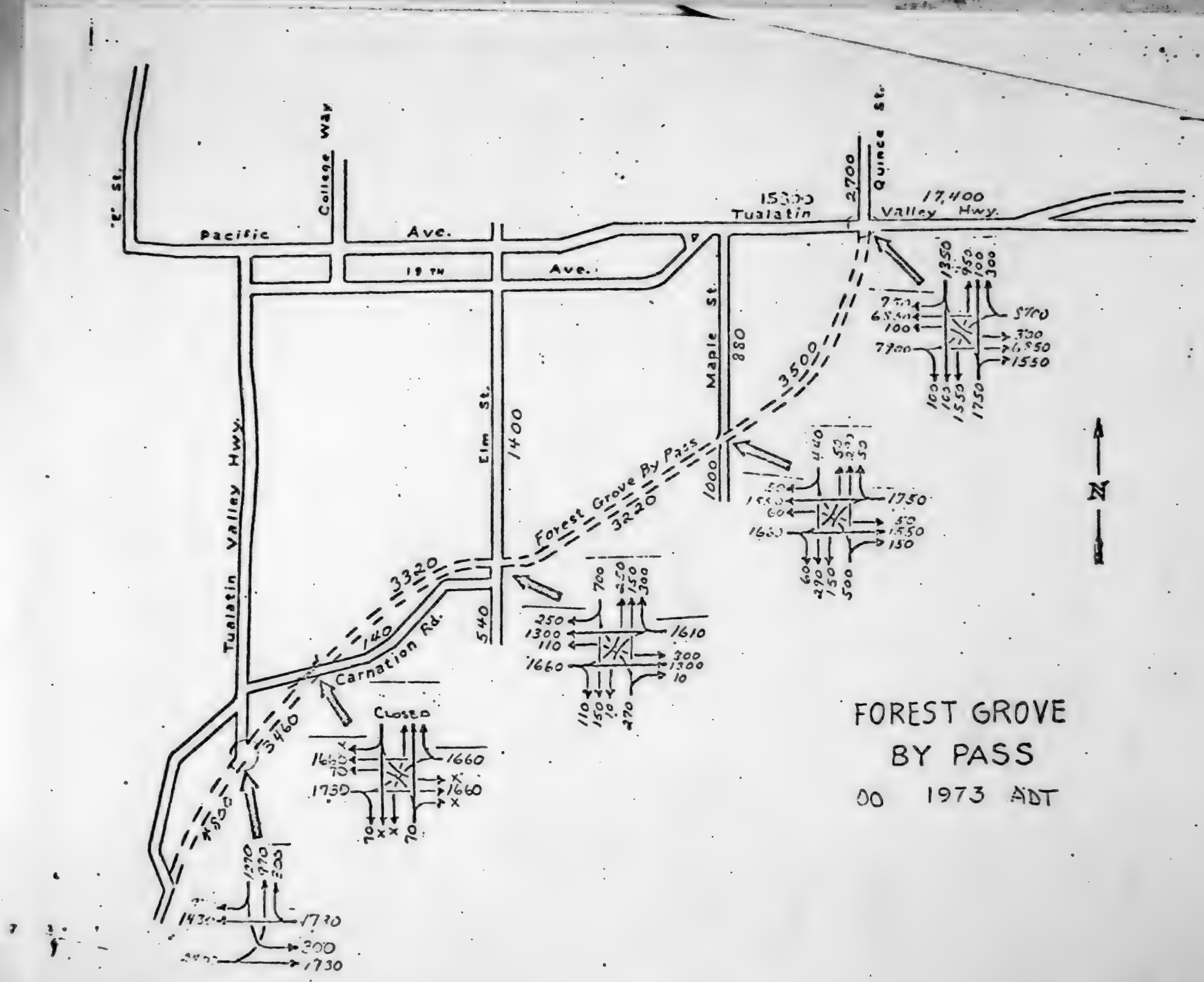
SUBJECT NEED FOR TRAFFIC SIGNALS
Forest Grove Section
Tualatin Valley Highway

A review of the sign study plans was made a few days ago and at that time it was recommended that a flashing beacon be installed at the new highway junction with the Tualatin Valley Highway. I understand that this will be incorporated in the contract. I have received since that time some 1973 projected volumes for this highway section. A copy of this count is attached. The 1,500 vehicles for left turns westbound on ORE8 to the bypass is in conflict with 7,900 vehicles eastbound on ORE8. It is estimated that these volume conflicts would meet eight hours of the major street and four hours of the minor street (left turn movement) minimum vehicular volume traffic warrant. These volumes would also meet four hours of the major street and eight hours of the minor street requirements for interruption of continuous traffic warrant. Quince Street, which is directly across from the proposed bypass intersection with ORE8, is also a much more prominate street than appeared on the sign plans. On the basis of these projected traffic counts, it is recommended that an actuated traffic signal be installed as part of the contract at this intersection.

RWF/pw
Attachment
cc L. E. George

Bud - this appears in order and I so recommend. L. W. Rulien

NOV 14 1973
TRAFFIC ENGINEERING



FOREST GROVE
BY PASS
00 1973 ADT

1-9-73

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

Tualatin Valley Hwy at Forest Grove Bypass

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches) 7900 1973 ADT

Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach) Left Turn Exits 1200 1973 ADT

Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)

	Minimum Volume Warrant**	Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:		
Major Street	420	8
Minor Street	105	1
2. Interruption of Continuous Traffic:		
Major Street	630	4
Minor Street	53	8
3. Minimum Pedestrian Volume:		
Vehicular Volume (Major Street)	____	____
Pedestrian Volume	____	____
4. Accident Experience:		
Preventable Accidents (last 12 months)		
Minimum Warrant	5	
5. Systems Warrant:		
Entering Volume (Weekday peak hour)		
Minimum Warrant	800	

Date of Traffic Count ____

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** ____ standard warrants used.
____ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

8112

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OR 97310

DATE October 26, 1973

TO E. S. Hunter
Asst. State Highway Engineer

FROM L. E. George
Traffic Engineer

SUBJECT Review - Sign Study Plans
Forest Grove Section
Tualatin Valley Highway

RECEIVED
NOV 5 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

There is attached an October 23 letter from Regional Traffic Engineer Ron Failmezger, regarding the Forest Grove By-Pass. In Item (3), he suggests that a flashing beacon be installed at the junction of the Forest Grove By-Pass and the Tualatin Valley Highway.

I am attaching a sheet showing anticipated traffic volumes for the by-pass. Based on these volumes, it would appear that Mr. Failmezger's recommendation is very much in order.

I would propose that we go one step further and include a flashing beacon near the south end of the new project where the Tualatin Valley Highway intersects. The volumes at this point are not as high as at the other highway intersection, but the flasher would not only serve as a stop indication for traffic that has not been used to stopping, but would also aid the heavy left-turning volume from the by-pass.

If you approve of these recommendations, we will work up the plans and have the flashers included as a part of the construction project.

APPROVED
E. S. Hunter
Date 11-5-73

RDT:pb

Attachment

cc: L. W. Rulien

cc Versteeg

11-6-73
original to
Bud George

10-30-73
Bud - Furnish costs for your recommendation

RECEIVED
OCT 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 8-48

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE October 23, 1973

TO L. E. GEORGE
Traffic Engineer

FROM RONALD W. FAILMEZGER
Regional Traffic Engineer

SUBJECT REVIEW - SIGN STUDY PLANS
Forest Grove Section
Tualatin Valley Highway

I would make the following comments concerning the subject signing plans.

1. There is no "BASIC SPEED 55" sign for eastbound traffic.

2. There is a lack of mileage designation on the directional signs.

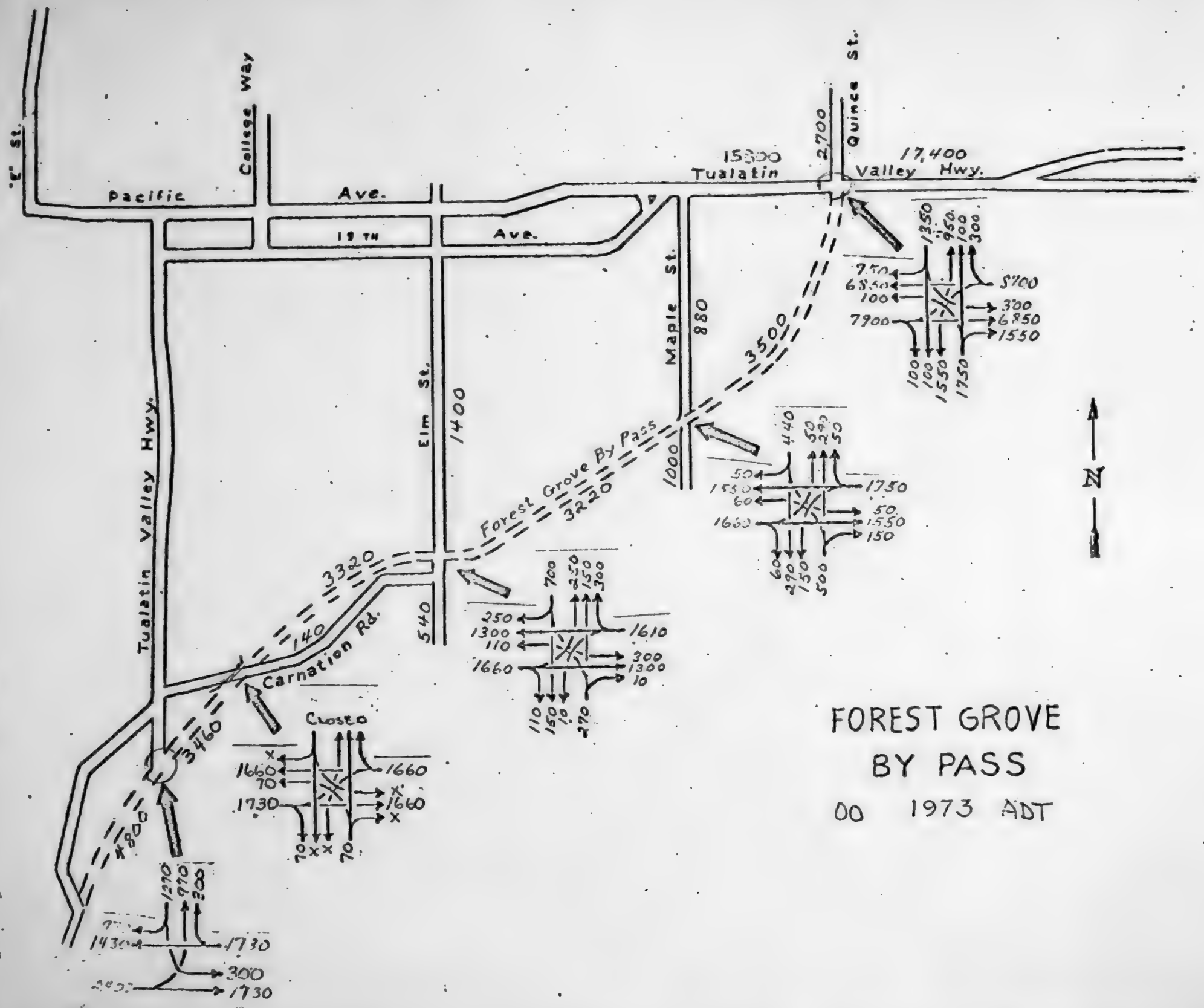
3. It is recommended strongly that a flashing beacon be installed at the junction with the Tualatin Valley Highway.

Thank you for the opportunity to review these plans.

Copies being sent to City & County

RWF/pw
cc L. W. Rulien

RECEIVED
OCT 24 1973
TRAFFIC ENGINEERING



FOREST GROVE
BY PASS
00 1973 ADT

4-2-73

8113 Rock Creek Sec., Sunset Hwy. 1975
44 mi. W of Portland
(grade, pave, structure & sign)

GOVERNMENT STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Clatsop	Oregon

DATE OF REPORT	REPORT MADE BY		PROJECT NO.
3/8/76	W. N. Bryant, Area Engr		RF-181(24)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
9/26/75	12/5/75	86 %	225 CWD
APPROVED EXTENSIONS	**LOCATION**		
None	Approximately 44 miles NW of the west city limits of Portland, Oregon along the Sunset Highway		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

MAR 9 1976

ROCK CREEK SECTION
SUNSET HIGHWAY
Grading, Paving, Structures & Signing

The work completed under this project consisted of roadbed grading, lime-treated subgrade, plant-mix bituminous base, asphaltic concrete pavement, one structural plate arch structure (superspan) and the installation of necessary roadway signing. A contract in the amount of $1,132,051.00 was awarded 2/26/75; work began on 4/1/75 and was completed in reasonable close conformance with the approved plans and specifications on 9/26/75, after the elapse of 58 percent of the 225 CWD allowed, at a final estimated cost of $1,355,040.45 or approximately 4.5% above the original authorized amount of $1,297,294.88.

All overruns and underruns have been satisfactorily explained and a copy of the explanation is attached to the Division Office copy of this report.

Liquidated damages in the amount of $526.90 were assessed the contractor for use of nonspecification mixture and $522.90 for noncompliance with the Relative Compaction specifications. All other materials incorporated into the work were tested and found to be in reasonable close conformance with requirements of the specifications.

NOTED H.S. COULTER

RECEIVED MAR 10 1976

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED			ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION		
SIGNATURE	W. N. Bryant Area Engineer		SIGNATURE	Original signed by E. J. Valach Dist. Engineer	
W. N. Bryant			E. J. Valach		
TITLE		DATE	TITLE		DATE
Area Engineer		3/8/76	District Engineer		3-9-76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY 8113

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — *To be completed by Washington Headquarters Personnel*

1	2 – 4	5 – 8	9 – 12	13 – 15
16 – 18	19 – 22	23 – 24	25 – 27	28 – 30	31 – 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN ( ) RURAL (X)
Oregon	Clatsop	RF-181(24)	

CARD A	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
		CONSTRUCTION TYPE CODES		6203 7007		DATE STARTED: April 1, 1975
	20	FINAL CONSTRUCTION COST	DOL.	1,108,151	166,949	DATE COMPLETED: September 26, 1975
	21	LENGTH OF PROJECT	MILES	1.888	0.006	TOTAL NO. BRIDGES: 1

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS Attach plain sheet of paper)*

CARD B	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	30	LABOR — TOTAL MAN HOURS: 22,803	GROSS EARNINGS	201,614	
	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	289,864	101,828
	9	PETROLEUM PRODUCTS	GAL.	75,946	1,535
	1	CEMENT	BBL.		
CARD C	2	AGGREGATES PURCHASED	TON.	4,626	
	92		CU. YD.	2,387	2,065
CARD D	3	BITUMINOUS MATERIAL	GAL.	1,465	
CARD C	4	LUMBER	THSD BD. FT.	2	10
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.	915	19,500
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.	9,600	
CARD E	11	READY-MIXED CONCRETE	CU. YD.	14	322
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	32,724	
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.	400	
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.	7,850	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	4,372	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 – 52	53 – 61	62 – 70

CULVERT ITEMS

CARD H	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
	6	CORRUGATED STEEL CULVERT	
		8	176
		12	104
		18	800
		24	118
		72	66
		90	42
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
		6	140
		8	1,194
CARD M	26	CAST IRON PIPE	

FORM PR-47 (REV. 10-72) PREVIOUS EDITIONS ARE OBSOLETE

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT-2a and PT-4 of HIGHWAY STATISTICS, in the published tabulations of highway construction material usage factors, and in an article on highway construction labor in PUBLIC ROADS volume 28, No. 6, February 1957.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show best estimte of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 937-978

8113

1

December 10, 1975

Wells-Reed-Wood-West Co.
415 Morgan Building
720 S.W. Washington
Portland, OR 97205

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On December 5, 1975, we wrote to you concerning release of final payment on Contract No. 8113 awarded to Slate-Hamilton for work on the Rock Creek Section of the Sunset Highway in Clatsop County.

Final payment on this contract is $9,071.26 and the total contract amount is $1,275,100.84 including $578.40 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Great American Insurance Co.
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

Slate-Hamilton
P. O. Box 19238
Portland, OR 97219

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8113

FORM E-1 (REV 10-65)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Rock Creek	WEEK ENDING: 11/15/75	
	SECTION PREFIX: 4-1015	
HIGHWAY: Sunset	COUNTY: Clatsop	
NAME OF JOB: Rock Creek	KIND OF WORK: Grade, Pave, Sign, Structure	
CONTRACTOR: Slate-Hamilton	CONTRACT NUMBER: 8113	FEDERAL AID PROJECT NUMBER: RF-181(24)
DATE OF CONTRACT: 2/26/75	DATE WORK STARTED: 4/1/75	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 225	WORK DAYS USED / CALENDAR DAYS USED: 194
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 86
PROJECT AUTHORIZATION: $1,297,294.88	ENGINEERING AUTHORIZATION: $92,252.08	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $1,205,042.80	ENGINEERING COST TO DATE: $79,925.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,275,115.45	PERCENT OF AUTHORIZATION: 87 %	DATE PROJECT WAS COMPLETED: 9/26/75
ESTIMATED PERCENT: OVERRUN 5 %		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.89	1.89			1.89
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.89	1.89			1.89
TOTAL ESTIMATED QUANTITIES (CONTRACT)	134,850	4,200			24,350
TOTAL QUANTITIES CORRECTED TO DATE	136,420	4,625			32,560
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	136,420	4,625			32,560
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2479A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9	Overcast			
MONDAY 10	"			
TUESDAY 11	"			
WEDNESDAY 12	Fair			
THURSDAY 13	Overcast			
FRIDAY 14	Rain			
SATURDAY 15	"			

Routing
Kelsey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
NOV 17 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY Nov. 9	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
Nov. 15 SATURDAY	

REMARKS

Project complete. Third notification and semi-final have been submitted. This id the LAST report on this project.

cc: [redacted]
FHWA
Region
File

SIGNED R. W. Cahill LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8113

STATE Copy

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
MONTHLY TRANSACTION NUMBER: 11-32		Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY: Clatsop
MODIFICATION NUMBER: 1	10 24 75	PROJECT NUMBER: RF-181(24)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 21, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,292,232	$ 1,383,151
Federal funds	$ 1,010,396	$ 1,081,485
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of October, 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Schuster for
Deputy State Highway Engineer
(Title)

By _____
_____
(Title)

By _____
_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
G. L. Green *(Division Engineer)*

Form PR-2A
(Rev. 9-74)

Existing stocks of Form PR-2A (Rev. 5-71) will be used.

Oregon State Highway Division
Salem, Oregon, October 16, 1975

Federal-aid Project
No. RF-181(24)

ROCK CREEK SECTION
SUNSET HIGHWAY
CLATSOP COUNTY

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 1000+00 to Sta. 1100+00)

Subtotal on Previous Estimate of March 17, 1975			
Flagmen	850 hour	15.00	$ 981,001.00
Bituminous Base Mixture	12,000 ton	11.00	12,750.00
			132,000.00
			$ 144,750.00
Revised Estimate			
Flagmen	1,991 hour	15.00	$ 29,865.00
Bituminous Base Mixture	16,882 ton	11.00	185,702.00
			$ 225,567.00
	Increase		$ 80,817.00
	Subtotal		$1,061,818.00
	Engineering		132,727.00
	Total		$1,194,545.00

Type Code Y007
S. Fk. Rock Creek Bridge (Sta. 1064+37.5)(Length 34 Feet)

Total Same as Previous Estimate of March 17, 1975	$ 188,606.00

Length of Culvert and Roadway - - - - - 1.894 Miles
Cost of Roadway and Culvert Per Mile- - $730,280.36

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,194,545.00	$ 934,014.00	$260,531.00
Rock Cr. Bridge	188,606.00	147,471.00	41,135.00
Totals	$1,383,151.00	$1,081,485.00	$301,666.00

Group 1 - 100%

Contract No. 8113

Prefix: 4-1015

#8113 7-22-75

STATE COPY

cc: OSHD (H S Coulter)
Wash DC (HHO-32)
G K Hossner

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Clatsop	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
7-22-75	W. N. Bryant, Area Engr	RF-181(24)

W. N. Bryant
Area Engineer

IN COMPANY WITH

Don Adams, Reg Constr Engr, OSHD

LOCATION

Approximately 44 miles northwest of the west city limits of Portland, Oregon along the Sunset Highway

CONTRACTOR NAME AND ADDRESS

Slate-Hamilton, PO Box 19238, Portland, Oregon 97219

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
2-26-75	$1,132,051.00	225 CWD	3-17-75	4-1-75

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	58%	48%

COPY SENT

REMARKS

AUG 11 1975

ROCK CREEK SECTION
SUNSET HIGHWAY
Grading, Paving, Structure, & Signing

Washington

The work to be completed under this contract consists of roadbed grading, lime-treated subgrade, plant-mix bituminous base, asphalt concrete pavement, one structural plate arch structure (superspan) and the installation of highway signing. The superspan arch replaces a substandard concrete bridge.

At the time of this inspection the superspan structure was completed and the contractor was in the process of removing the old structure across Rock Creek. The overall appearance of the superspan is excellent. Other work underway consisted of finishing of fill slopes using a dragline, finishing cut slopes at various locations, and installation of culverts.

Project records indicate that all materials incorporated into the work to date are in reasonably close conformance with the approved plans and specifications. The project records also indicate that the contractor is fulfilling the EEO requirements of the contract in a reasonable and timely manner.

NOTED
H.S. COULTER

RECEIVED
AUG 12 1975

The superspan arch culvert (33.2' x 11.1' x 154.2') is the first such structure built in the State. It has several unusual features including a horizontal bend in the middle, a fin deflecter at the end and a gabien type entranceway. The superspan was constructed under a two-lane bridge that will be removed for a four-lane section of roadway. A representative of Armco was on the job during construction and had many tattletales installed along the sides and top center of the pipe for control during backfilling and compaction. Results of compaction tests run by the State on the moist granular broken sand and gravel backfill material indicates relative densities of 100 percent to 106 percent as compared to the 90 percent specified.

8113 · STATE COPY · K

Form Approved; O.M.B. No. 04-R2069

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
MONTHLY TRANSACTION NO.	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
3-80	3-21-75	COUNTY: Clatsop
		PROJECT NO.: RF-181(24)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26, 8.1 mi. S.E. Elsie, S.E. 1.9 mi. (Rock Creek Section)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-29-75	1.89
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,292,232	$ 1,010,396

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. Johnston

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glen W. Gray
(Division Engineer)

for G. L. Green

Date executed by Division Engineer 3-21-75

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-Aid Project
No. RF-181(24)

ROCK CREEK SECTION

SUNSET HIGHWAY IN CLATSOP COUNTY

Salem, Oregon, March 17, 1975

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 1000+00 to Sta. 1100+00)

Furnishing Field Laboratory	1 only	1,000.00	$ 1,000.00
Mobilization	All Required		75,000.00
Temporary Protection and Direction of Traffic	All Required		25,000.00
Temporary Signs	320 sq.ft.	3.50	1,120.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	350 lin.ft.	4.00	1,400.00
Flagmen	850 hours	15.00	12,750.00
Clearing and Grubbing	All Required		55,000.00
Removal of Structures and Obstructions	All Required		2,000.00
Ditch Excavation	80 cu.yds.	7.00	560.00
Embankment Foundation Excavation	2,400 cu.yds.	2.50	6,000.00
General Excavation	130,850 cu.yds.	1.20	157,020.00
Rock Embankment	1,600 cu.yds.	7.50	12,000.00
Toe Trench Excavation	110 cu.yds.	4.00	440.00
Extra for Selected Granular Backfill Material	2,800 cu.yds.	1.00	2,800.00
Trench Excavation	610 cu.yds.	8.00	4,880.00
Finishing Roadbed and Slopes	All Required		5,000.00
Watering	750 M-gals.	5.00	3,750.00
Bituminous Base Mixture	12,000 ton	11.00	132,000.00
Asphalt in Bituminous Base Mixture	660 ton	70.00	46,200.00
Aggregate Shoulders	4,200 ton	7.50	31,500.00
Lime Treated Subgrade	35,000 sq.yds.	0.85	29,750.00
Lime for Treated Subgrade	400 ton	60.00	24,000.00
Class "B" or Class "C" Asphalt Concrete Mixture	13,150 ton	11.00	135,850.00
Asphalt Cement in Mixture	850 ton	70.00	56,000.00
Asphalt in Tack Coat	7 ton	240.00	1,680.00
Concrete in Headwall	10 cu.yds.	300.00	3,000.00
Reinforcement in Headwall	1,000 lbs.	0.30	300.00
90-inch Structural Plate Pipe	34 lin.ft.	150.00	5,100.00
Trash Rack	All Required		3,000.00
8-inch Culvert Pipe	198 lin.ft.	7.50	1,485.00
12-inch Culvert Pipe	168 lin.ft.	6.50	1,092.00

18-inch Culvert Pipe	794 lin.ft.	8.00	6,352.00
24-inch Culvert Pipe	96 lin.ft.	10.00	960.00
72-inch Culvert Pipe	62 lin.ft.	70.00	4,340.00
Extra for Pipe Under Pavement	100 lin.ft.	15.00	1,500.00
Concrete Inlets, Type G-1	3 only	400.00	1,200.00
Concrete Inlets, Type G-2MA	6 only	600.00	3,600.00
Concrete Inlets, Type D	3 only	400.00	1,200.00
6-inch Drain Pipe	144 lin.ft.	4.50	648.00
8-inch Drain Pipe	100 lin.ft.	5.00	500.00
Special Filter Material in Drains	24 cu.yds.	20.00	480.00
Guard Rail, Type 2A	6,650 lin.ft.	8.40	55,860.00
Guard Rail, Anchors Type I	14 only	350.00	4,900.00
Rail End Pieces, Type B	1 only	100.00	100.00
Rail End Pieces, Type C	13 only	140.00	1,820.00
Extra for Asphalt Approaches	8 only	100.00	800.00
Paved Culvert End Slopes	114 sq.ft.	10.00	1,140.00
Drainage Curbs	700 lin.ft.	2.00	1,400.00
Loose Riprap Class 50	12 cu.yds.	12.00	144.00
Loose Riprap Class 700	800 cu.yds.	12.00	9,600.00
Filter Blanket	320 cu.yds.	12.00	3,840.00
Rock Gabions	200 cu.yds.	65.00	13,000.00
Guide Posts	90 only	16.00	1,440.00
Roadside Seeding and Mulching	16 acres	500.00	8,000.00

Signing

Removal of Existing Sign Installations	All Required		400.00
Painted Wood Sign Posts	All Required		2,400.00
Type "C" and "D" Signs in Place	200 sq.ft.	6.00	1,200.00
Type "E" Signs in Place	8 sq.ft.	10.00	80.00
Type "V" Signs in Place	32 sq.ft.	10.00	320.00
Move and Reinstall Existing Signs	All Required		500.00
			$ 964,401.00

Anticipated Items

Slide Correction (E.W.)	All Required	$ 10,000.00
Temporary Erosion Control (E.W.)	All Required	5,000.00
On-the-Job Trainees (2 @ $800)(E.W.)	All Required	1,600.00
		$ 16,600.00
	Subtotal	$ 981,001.00
	Engineering	122,625.00
	Total	$1,103,626.00

Type Code Y007
S. Fk. Rock Creek Bridge (Sta. 1064+37.5)(Length 34 feet)

Bridge Removal Work	All Required		14,000.00
Shoring, Cribbing, Etc.	All Required		15,000.00
Structure Excavation	600 cu.yds.	12.00	7,200.00
Structure Excavation Below Elevation Shown	50 cu.yds.	12.00	600.00
Structural Concrete, Class 3,300	All Required		28,000.00
Reinforcement	All Required		5,500.00
33'-2" x 11'-1" Super Span Arch	154 lin.ft.	500.00	77,000.00
Granular Backfill	2,035 cu.yds.	10.00	20,350.00
	Subtotal		$ 167,650.00
	Engineering		20,956.00
	Total		$ 188,606.00

Length of Culvert and Roadway - - - 1.894 miles
Cost of Roadway and Culvert Per Mile - - - $682,276.66

222

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,103,626.00	$ 862,925.00	$240,701.00
Rock Creek Bridge	188,606.00	147,471.00	41,135.00
	$1,292,232.00	$1,010,396.00	$281,836.00

Group 1 - 100%

Contract No. 8113

Prefix No. 4-1015

ROCK CREEK SECTION

Nonparticipating-State Work

Permanent Pavement Striping (S.F.)	All Required	$1,000.00
Stage Construction Striping (S.F.)	All Required	500.00
State Responsibility for Damages (S.F.)	All Required	2,000.00
		$3,500.00

8113

2-4-75

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPRCVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RF-181(24)

STATE PROJECT NO.: ROCK CREEK SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: RF-29

COUNTY NAME: CLATSOP

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

ROUTED
E. S. HUNTER

STATE HWY EN
FEB 6 '75
RECEIVED
FOR
Info | Inves | Dir

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
JANUARY 29, 1975	JANUARY 29, 1975	PRIMARY ROUTE 27	PRIMARY ROUTE 47

GENERAL LOCATION:
US 26, 8.1 MILES SE ELSIE SE 1.9 MILES

GENERAL DESCRIPTION OF WORK:
GRADE, DRAIN AND HIGH TYPE PAVEMENT.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [X] OTHER (Specify) SLIDE CORRECTION $10,000; TEMPORARY EROSION CONTROL $5,000; ON THE JOB TRAINING $1,600

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH THOSE ITEMS LISTED ABOVE AS SHOWN IN YOUR ESTIMATE.

MR. RULIEN'S JANUARY 24, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED TITLE SHEET IS RETURNED HEREWITH. 2-6-75

ORIGINAL TO L.W. Rulien w/att.

RECEIVED
FEB 6 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-4-75	[signature]	DIVISION ENGINEER

FORM PR-1243 (REV. 11-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

TRANSACTION NUMBER 1-82 AND 1-83

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 1-20-75

BY (Signature): L. W. RULIEN'S JANUARY 7, 1975 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 29 THRU 30

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
29	RF-181(24)	1.9	1,400,000	1,094,600	ROCK CREEK SECTION CLATSOP COUNTY-STATE OF OREGON.	GRADE, DRAIN, HIGH TYPE PAVEMENT.
30	RF-186(28)	1.6	1,010,000	789,700	TIMBER JUNCTION SECTION WASHINGTON COUNTY STATE OF OREGON.	GRADE, DRAIN, HIGH TYPE PAVEMENT AND ONE STRUCTURE.

NOTED
E. S. HUNTER

1-20-75

REMARKS (Division)

1-22-75
ORIGINAL TO
L.W. Rulien

RECEIVED
STATE HWY ENG.
JAN 21 '75
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
JAN 22 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 1-20-75	SIGNATURE AND TITLE G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

8113

FORM PR-48
(Rev. 8-71)

GPO 915-496

Budget Bureau No. 41-R2067; Approval

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

1-9-75

U.S. DEPART
BUREAU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2

REPORT NUMBER (10)-(20)	PROJECT LOCATION (45 typewriter spaces) 21-65		PRESENT	FUTURE (66)	YEAR (70)-(72)	REGION	STATE NAME	STATE CODE (42)
1	US26 8.1 mi. S.E. Elsie S.E. 1.9 mi.	ADT	3,300	6,300	95	10	Oregon	41

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26-62	NATL. FOREST (63)-(65)	FH ROUTE NO. (66)-(69)	SUPV AREA (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)-(73)	PL. AUTH YR (74)-(75)	PROJECT NUMBER PREFIX LETTER(S) 14-28	NUMBER 7	SEQ. NO. (24)
Gr., Dr., High-type Pave.								RF-	181	

CARD 1

CLASS OF FEDERAL FUNDS: Rural Primary

COUNTY NAME: Clatsop — CODE 007 (14)-(16)

NAME OF URBAN AREA 17-31

ROUTE NO. P — FEDERAL-AID 27 (32) — STATE 47 (36)-(37) — U.S. 26 (41)

CARD 5

LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS (42)	WORK TYPE (43)-(46)	STEP (53)	TERMINI (Full description)	MILES (54)-(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)-(66)	FEDERAL FUNDS (67)-(76)	STATE FUNDS	OTHER FUNDS	
1 (1-4)-(9)	(10)	41										
5				PE		US 26, 8.1 mi. S.E. Elsie S.E. 1.9 mi.						Gr., H.T. shld repl brid stee plat
5				ROW								
5				CONST (CODE) 6203 Y007		(Rock Creek Section)	1.9	1,400,000	1,094,600	305,400		ROW Acce Park none
						PROJECT TOTALS	1.9	1,400,000	1,094,600	305,400		

CARD 1 — CODE 1 — PREPARED BY

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

REMARKS

-over-

USCO

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

1-9-75

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US26 8.1 mi. S.E. Elsie S.E. 1.9 mi.		3,300	6,300	95	10	Oregon	41	073	29

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV. AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
gh-type Pave.								RF-	181	(24)		

FUNDS: Rural Primary

COUNTY NAME: Clatsop — CODE: 007

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. P — FEDERAL-AID: 27 — STATE: 47 — U.S.: 26

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		US 26, 8.1 mi. S.E. Elsie S.E. 1.9 mi.						Gr., Dr., 4-12' lanes H.T. Pave with 4' shldrs. and 2' median, replace existing bridge with corrugated steel structural plate arch.
ROW								
CONST (CODE) 6203 Y007		(Rock Creek Section)	1.9	1,400,000	1,094,600	305,400		ROW - 400' min. Access Control - none Parking restrictions- none.
		PROJECT TOTALS	1.9	1,400,000	1,094,600	305,400		

PREPARED BY

PROGRAM APPROVAL DATES

REMARKS

-over-

USCOMM DUBCOMM-DC 48808-P61

ROCK CREEK SECTION

PROJECT NO. RF-181(24)

Existing Facility:

Roadway: 24-foot A.C. surface with 8-foot shoulders.
Structure: S. Fork Rock Creek bridge; 120' RCDG; HC 26'; H-15.

Adjacent Sections:

N.W. End: 36-foot AC surface with 6-foot shoulders.
S.E. End: 24-foot AC surface with 8-foot shoulders.

Project Data: The work consists of grade, drain and high-type pave four 12-foot lanes with 4-foot paved shoulders and a 2-foot median. Replace existing Rock Creek Bridge with a corrugated steel structural plate arch pipe having a 33'-2" span and length of 154 feet.

System Action, Railroads, Airports, Water Development, Historical and Recreational Areas: None involved.

PPM 90-1 Requirements: Negative Declaration concurred in by FHWA on May 13, 1974.

IM 50-1-70 Requirements: State Clearinghouse reply to A-95 review dated March 1, 1974. The Notice of Intent was sent to District 1 Clearinghouse on February 1, 1974, and as said notice has lain before the Clearinghouse for more than 30 days without action it is assumed that no adverse review or comments will be received.

Public Hearings: Corridor/Design held July 2, 1974. Certification required by Section 128 "Public Hearings", of Title 23 USC was made under our letter of August 30, 1974.

Design Approval: Granted for Rock Creek-Nehalem Section, RF-181 by FHWA memorandum dated September 17, 1974, of which this proje the west unit.

Note: (1) On-the-job trainees, as set forth in FHWA order inte 7-2(2), on this project will be determined at PS & E stage and t number stipulated in the PS & E documents.

(2) This project is in Congressional District No. 1.

Date for PR-37:

Roadway Type Code 6203 - - - - - - - - - - Est. Cost $1,24
Y007 - - - - - - - - - - Est. Cost 15

ROCK CREEK SECTION

PROJECT NO. RF-181(24)

y:

24-foot A.C. surface with 8-foot shoulders.
S. Fork Rock Creek bridge; 120' RCDG; HC 26'; H-15.

s:

36-foot AC surface with 6-foot shoulders.
24-foot AC surface with 8-foot shoulders.

The work consists of grade, drain and high-type pave
nes with 4-foot paved shoulders and a 2-foot median.
g Rock Creek Bridge with a corrugated steel structural
having a 33'-2" span and length of 154 feet.

Railroads, Airports, Water Development, Historical and
eas: None involved.

rements: Negative Declaration concurred in by FHWA on

uirements: State Clearinghouse reply to A-95 review
1974. The Notice of Intent was sent to District 1
on February 1, 1974, and as said notice has lain before
use for more than 30 days without action it is assumed
e review or comments will be received.

s: Corridor/Design held July 2, 1974. Certification
ction 128 "Public Hearings", of Title 23 USC was made
er of August 30, 1974.

Design Approval: Granted for Rock Creek-Nehalem Section, RF-181(-), by FHWA memorandum dated September 17, 1974, of which this project is the west unit.

Note: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) This project is in Congressional District No. 1.

Date for PR-37:

Roadway Type Code 6203 - - - - - - - - - Est. Cost $1,249,000
Y007 - - - - - - - - - Est. Cost 151,000

8113

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

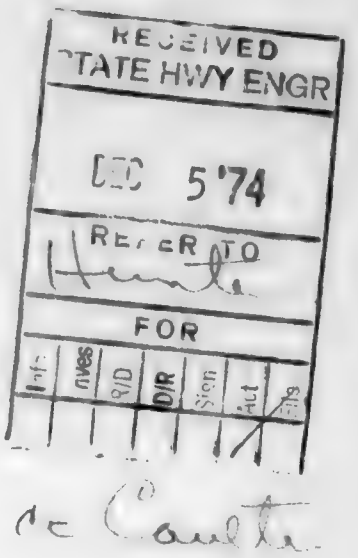
DATE: December 3, 1974

In reply refer to: 1041DA.1

SUBJECT: Oregon Project F-181(-)
Rock Creek-Nehalem Section
Sunset Highway

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon



cc Coulter

Mr. Terpin's November 27, 1974 letter requested approval to use State-owned railroad rail to construct the proposed trash rack at Rock Creek on the subject project. The use of this State-owned rail is considered to be in the public interest since it will conserve material and result in a savings of approximately $775.

for G. L. Green

NOTED
E. S. HUNTER
cc Venetis
12-6-74

RECEIVED
DEC 6 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8113

OREGON STATE HIGHWAY DIVISION

NOTED
E. S. HUNTER

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 27, 1974

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: Rock Creek Section
Sunset Highway
Clatsop County

Dear Mr. Green:

On our contract plans for this project we have included the construction of a trash rack, recommended by our Hydraulics Section, in Rock Creek right of Station 1007+20.

We propose to have the contractor construct the trash rack of light (approximately 19 lbs. per ft.) railroad rail, which is state-owned and stockpiled at our Estacada maintenance yard. The trash rack will require 225 lineal feet of rail, weighing approximately 4,100 pounds. The cost of transporting this material to the project is estimated at $250.

An acceptable steel alternate would be S5 x 14.75 A.S.T.M. A36. This material would weigh about 3,300 pounds and would cost approximately $1,025 delivered to the project.

The use of the state-owned rail will conserve material and result in a savings of $775.

We believe it to be in the public interest to use the state-owned rail and solicit your approval.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By Frank E. Terpin
Frank E. Terpin
Final Design Engineer

FET:we
cc: E. S. Hunter
L. W. Rulien
E. L. Hardt
C. G. Swenson
Fred Eriksen

RECEIVED
NOV 27 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

cc: E. S. Hunter
L. W. Rulien
W. J. Hart
Robert E. Royer
George Wills
Gary A. Potter
C. G. Swenson
F. E. Terpin
D. L. Trout
E. L. Hardt (2)

cc's sent 10-8-74

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

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Member
THOMAS E. KRUSE
State Fisheries Director

October 4, 1974

RECEIVED
OCT 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
OCT 7 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Bring Up ___/___/___
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Dear Hal:

ROCK CREEK SECTION, SUNSET HIGHWAY
CLATSOP COUNTY

Rog Powers called to say that the Rock Creek Project was being held up until you received our comments on the latest ideas we discussed the other day on the phone. I am sorry for the misunderstanding and delay.

Discussions with Rog and members of our staff indicate that it is more feasible to create rearing than spawning areas in the channel change reaches of Rock Creek. Thus, we recommend a pool-riffle sequence through the channel area rather than the previously recommended spawning gravel which might have washed out. The stream size and gradient dictate that the pools should be about 80 feet apart with each pool and riffle making up approximately one-half of the distance. The pools should be about 5 feet deep and can be formed in several ways by the use of either gabions, log sills, rock and log groins, or potholing. Potholing has been successful in several coastal streams with bedrock bottoms. The potholes should be blasted and excavated, leaving the upstream face as vertical as possible and the downstream area tapered.

Regarding bank slopes and revegetation, we request the constructed exposed areas be revegetated with willow or alder whips, and close ground cover to minimize erosive conditions. We recommend that no more of the natural banks be riprapped than necessary. Construction of bank slopes should be no flatter than required for good stabilization.

If you have any questions regarding our comments, do not hesitate to call.

Sincerely,

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon Wildlife Commission

8113

4-b

October 3, 1974

Board of County Commissioners
Clatsop County
Courthouse
Astoria, OR 97103

Attention: Don R. Church
County Clerk

Gentlemen:

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 415," adopted by the Transportation Commission on September 25, 1974, covering the Rock Creek-Nehalem River Section of the Sunset Highway in Clatsop, Columbia, Washington, and Tillamook Counties.

Also attached is a survey approval map.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

Attachment

8113

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon Transportation Commission

DATE September 16, 1974

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Survey and Finance Approval
Rock Creek-Nehalem River Section
Sunset Highway, Clatsop, Columbia
Tillamook and Washington Counties

The survey on this section has been completed. A Corridor/Design Hearing was held July 2, 1974, and the Division has met all federal requirements for clearinghouse and environmental concerns. Location/Design approval was requested September 6, 1974, from the Federal Highway Administration.

This project is 5.28 miles in length and is composed of three separate work areas over a 11.5-mile section of the Sunset Highway. Work on these sections--Rock Creek, Wolf Creek and Timber Junction--will involve constructing four-lane passing sections on existing alignment. The present 32-foot roadway will be expanded to 58 feet, consisting of four 12-foot travel lanes with 4-foot shoulders and a 2-foot median. The total estimated cost of these sections is $4,150,000 (right-of-way $30,000 and construction $4,120,000). A map is attached for your information.

I recommend your approval of this Federal-aid Primary Rural project as listed on Program XIIA and request your authorization for federal financing in order for us to proceed with acquisition of rights-of-way in anticipation of early lettings. This matter will be on the agenda for your consideration at the September 25 meeting.

Attachment

bc: George M. Baldwin w/att.
C. W. Head "
A. E. Johnson "
E. S. Hunter "
L. W. Rullen "
H. S. Cox
J. B. Boyd "

(5)

J. H. Versteeg
V. E. Skoog
Gary Sund
C. O. Fredrickson w/att.
Ed Hardt "
R. E. Whipps "

BLG:dc srb

3113

499-K

August 20, 1974

Mr. Richard Etherington
Transportation Director
Columbia Region Association
of Governments
6400 S. W. Canyon Court
Portland, OR 97221

Dear Mr. Etherington:

As requested in your letter of August 7, we are submitting a copy of a negative declaration prepared by our Division for the Rock Creek-Nehalem River Section.

You mentioned the CRAG Board of Directors' response to this project's Notification of Intent to apply for Federal Aid (A-95), and the fact that an environmental impact statement was not included in the project description. According to our understanding of the A-95 review procedures as established with the State Clearinghouse, it has not been a practice nor a requirement to file a formal environmental impact statement at the time of A-95 review.

Under our existing procedures, it would be impossible to supply a formal environmental impact statement at the time A-95 review occurs, because engineering and environmental work are not programmed with our Division and therefore cannot be conducted until A-95 review has been completed. However, if the Regional Clearinghouse has an interest in a particular project, the Highway Division would be happy to confer and consult with or, if possible, provide additional project information to the Clearinghouse if requested.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

Enc.
bc A. E. Johnson
R. L. Schroeder
Gary Potter

GR:ss kp

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

6400 S.W. CANYON COURT
PORTLAND, OREGON 97221

(503) 297-3726

REFERRED TO
F.B. Kloos
BY COMMISSION SERVICES

August 7, 1974

CLACKAMAS COUNTY
Canby
Gladstone
Happy Valley
Lake Oswego
Milwaukie
Oregon City
West Linn

CLARK COUNTY
Camas
Vancouver
Washougal

COLUMBIA COUNTY
Clatskanie
Columbia City
Prescott
Rainier
Scappoose
St. Helens
Vernonia

MULTNOMAH COUNTY
Fairview
Gresham
Portland
Troutdale
Wood Village

WASHINGTON COUNTY
Beaverton
Cornelius
Durham
Forest Grove
Hillsboro
North Plains
Sherwood
Tigard
Tualatin

C.W. Head
Commission Services
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

Thank you for sending me a copy of the hearing transcript for the Rock Creek-Nehalem River Section of the Sunset Highway.

As the new Transportation Director at CRAG, I have been familiarizing myself with previously approved A-95 project applications for the region. Our records show the CRAG Board of Directors approving this particular A-95 on April 19, 1974, without any adverse comments. The A-95 application apparently lacked an environmental impact statement in the project description. The hearing transcript describes an assessment of alternatives, although there is not any mention of a no-build alternative. My staff will need more information to comment on the project and hearing transcript of July 2.

I would appreciate a copy of the environmental impact statement and any other relevant data for this project. Comprehensive review and assessment of impacts resulting from transportation projects will further the effort toward a balanced transportation system for the CRAG region.

Yours Truly,

Richard Etherington
Transportation Director

RE/lm

RECEIVED
STATE HWY ENGR
AUG 8 '74
REFER TO
Gary Potter
FOR
Info | Invest | R/D | Plan | Eng | Act | File

RECEIVED
AUG 8 - 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8113

WILDLIFE COMMISSION

NOTED
E. S. HUNTER

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

August 15, 1974

TOM McCALL
GOVERNOR

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MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

Mr. J. H. Versteeg
Oregon State Highway Division
Road Design Engineer
Highway Building
Salem, Oregon 97310

Versteeg
A. Olson
Tygh
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 19 1974
ROAD DESIGN SECTION

Requires Reply
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Receiver Keep
Do not File
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Other

Dear Mr. Versteeg:

Wildlife Commission staff have reviewed the below listed projects and our comments are as follows:

1. Goat Ranch Section, Powers Highway, Coos County.
We anticipate no serious fish or wildlife conflicts from this proposal providing all work is done in a manner to minimize turbidities and areas of soil disturbance are revegetated.

2. South Fork Clackamas River - Bull Creek Section, Clackamas Highway, Clackamas County.
We shall concur with the Fish Commission of Oregon's comments on this project.

3. Fifteenmile, Ramsey and Larch Creek Bridges, FAS 709, 710, Wasco County.
We do not anticipate significant adverse impacts from these projects. However, we will provide recommendations through fill/removal permits that are designed to minimize potential conflicts with fish and wildlife.

4. Tygh Creek and North Fork Mill Creek Bridges, County Roads Nos. 229 and 509, Wasco County.
This project has been reviewed through the fill/removal permit law and our comments on this proposal are attached.

cc: E. S. Hunter
L. W. Rulien
W. J. Hart
Robert E. Royer
George Wills
C. G. Swenson
F. E. Terpin
D. L. Trout
Gary Potter
E. L. Hardt (6)
A. E. Shirley (2)
Carl Williams (12)
W. E. Schwartz (2)

cc's sent 8-19-74

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AUG 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5. M.P. 3.6 Slide Section, FAS 131 (Clackamas River Road), Clackamas County.
This project has been reviewed through the fill/removal permit law and our comments are attached.

6. Willow Creek Bridge, County Road 723 and 729, Gilliam County.
We are concerned with the channel change upstream from the bridge (729). We encourage the Highway Division to analyze the necessity for this work. We would prefer to see the existing north bank riprapped and the south bank untouched. If it is determined that the channel change is needed to insure structural integrity, please advise.

7. Rock Creek Section, Sunset Highway, Clatsop County.
This project does present certain aspects which could be detrimental to anadromous salmonid production. We do not have any basic objections to the proposal, but prefer to withhold specific comments until review of a fill/removal permit.

8. Campbell Creek Section, County Road No. 411 (Proctor Road) Wasco County.
We would anticipate no serious impacts to fish and wildlife providing this job be conducted during the low flow season.

9. Tygh Creek (Tygh Valley) Bridge Section, FAS 311 (Tygh Valley Road), Wasco County.
We recommend that the necessity for the proposed channel change be evaluated. The existing stream course with its streamside vegetation does provide habitat for fish and wildlife. This habitat would be negatively impacted if the channel change were constructed.

10. Jap Hollow Creek Section, County Road, No. 129 (Jap Hollow Road), Wasco County.
This project has been reviewed through the fill/removal permit law and our comments are attached.

Plans for the above listed projects include several channel change proposals. We feel that stream channel changes should be kept to an absolute minimum and eliminated whenever possible. Studies in various western states have shown that fishery resources are negatively affected by channel changes and this impact frequently lasts for many years. Therefore, we

encourage the Highway Division to evaluate the necessity for the proposed channel changes.

If I may be of any further assistance or explain our position on any of the above listed projects more thoroughly, please call.

Sincerely,

Jim Lauman

Jim E. Lauman, Biologist
Environmental Management Section

Attachments

cc Fish Commission of Oregon
Al Lichens
Jay Massey

JEL:lo

8113

FISH COMMISSION

OFFICE OF THE DIRECTOR

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TOM McCALL
GOVERNOR

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Vice Chairman
McKEE A. SMITH
Member
THOMAS E. KRUSE
State Fisheries Director

August 5, 1974

cc: E. S. Hunter
L. W. Rutten
W. J. Hart
Robert E. Royer
George Wills
Gary Potter
C. G. Swenson
F. E. Terpin
D. L. Trout
Carl Williams (6)
W. E. Schwartz (2)
E. L. Hardt (2)
A. E. Shirley (2)

NOTED
E. S. HUNTER

cc's sent 8-8-74

Mr. J. H. Versteeg
Oregon Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

The projects listed below along with your comments were received from your office by letter dated July 24, 1974:

1. Jap Hollow Creek Section, County Road 129, Wasco County

2. Camp Bell Creek Section, County Road 411, Wasco County

3. Tygh Creek Bridge Section, FAS 311, Wasco County

4. Poorman's Creek Section, Jacksonville Highway, Jackson County

The plans indicate several channel change proposals for the above projects. We feel that stream alteration should be kept to a minimum or eliminated whenever possible. Studies in such states as Oklahoma, California, Idaho, Montana and Michigan show that altered sections of streams never fully return to the unaltered state, and much of the time never recuperate more than 60 percent.

The above projects though are in areas where the Oregon Wildlife Commission has local fishery scientists, thus we will support their recommendations on fishery safeguards.

5. Bear Creek Section, FAS 32-100, Wallowa County. As indicated on the channel change profile, Bear Creek is extremely steep in this area.

Vosberg
A. Olson
Trout

RECEIVED
AUG 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Steelhead are able to pass through this section mainly because of the meandrous, sinewous type of alignment. Reconstruction of the stream into a straight-cut channel change with relatively smooth bottom and sides will no doubt create a velocity barrier to fish. We therefore recommend that the existing stream alignment be maintained including the crossing location. The roadway embankment upstream from the crossing may be stabilized by placing riprap along the wetted area.

6. Rock Creek Section, Sunset Highway, Clatsop County. We approve the channel change and superspan crossing provided stream siltation be kept to a minimum and work in an active flowing stream be done between June 1 and October 1.

The opportunity to review these projects is appreciated.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 26, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Kee P

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Rock Creek-Nehalem River Section
Sunset Highway (U.S. Route 26)
Clatsop, Columbia, Tillamook and
Washington Counties, Oregon

This negative declaration, covering the delineated section on State Primary Highway Number 47, FAP Number 27, is submitted for your approval.

LOCATION AND DESCRIPTION OF PROJECT The Sunset Highway is the western portion (coast range segment) of U.S. Route 26, an east-west highway spanning the state from Ontario to Seaside. In a regional context, it connects Portland with Seaside and Astoria on the Oregon coast. This declaration covers three discrete projects totaling 5.13 miles of roadway along an 11.5-mile section of the Sunset Highway (U.S. Route 26) between Seaside and Portland:

1. Rock Creek-Sunset Springs (1.8 miles)
2. MP 33.5 - MP 35.0 (Wolf Creek) Section (1.76 miles)
3. East Timber Junction-MP 39.1 (1.57 miles)

The projects are close to one another, they are similar in scope and purpose, and they have similar potentials for impact on the environment. Consequently, they are combined to form one section for purposes of this negative declaration. The western boundary of this project section is located 700 feet west of Rock Creek. To the east the proposed boundary is at MP 39.1, 1.4 miles east of Timber Junction. (See attached map.)

Each project in the proposed section will involve constructing four-lane passing sections on existing alignment. The present 32-foot road prism will be expanded to 58 feet, consisting of four 12-foot travel lanes with 4-foot shoulders and a 2-foot median. These passing sections will be situated primarily on portions of highway having grades of 5 to 6%. Occasionally, steeper grades may also be encountered. Not only will opportunities for passing thus be provided, but presently restricted sight distances will be improved.

EXISTING ENVIRONMENTAL SETTING

The proposed projects are located in the upper Nehalem Basin of the north coast range, one of the prime forest environments of the state. Along the 11.5-mile project section, the highway passes through both extensive tracts of state forest land and portions of the former Tillamook Burn. Local topography is generally mountainous, rolling, and moderately steep. Maximum elevations vary from a high of 3,266 feet at nearby Saddle Mountain to 1,642 feet at Nehalem Summit on the highway just west of the project section. Valley bottoms are cut by tributaries of the Nehalem system -- specifically, by the North and South Forks of Rock Creek, Wolf Creek and its north fork, and the upper Nehalem River main stem.

Signs of the Tillamook Burn are still visible upon the landscape: old growth timber is almost entirely absent along the project section, remains of firefighting and salvage operations are still evident, and reforested areas now blanket much of the land. Extensive tree plantings by high school and junior high school students, civic groups, and forestry crews, mostly from 1950 to 1953, have provided an approximately twenty-year-old cover of trees ranging from 20 to 60 feet in height. While this location is in what the Forest Service calls the "Tsuga Heterophylla Zone," or Coastal Western Hemlock Zone, the massive reforestation effort has interspersed a number of non-native trees among the more common Douglas fir (Pseudotsuga menziesii), western hemlock (Tsuga heterophylla), and western red cedar (Thuja plicata). These additions include incense cedar (Libocedrus decurrens), Port Orford cedar (Chamaecyparis lawsoniana), noble fir (Abies procera), lodgepole pine (Pinus contorta), Scotch pine (P. sylvestris), and giant sequoia (Sequoia gigantea).

Mean rainfall ranges from 40 to 110 inches per annum over various portions of the project section, with most precipitation falling in November, December, and January. July and August have minimal precipitation, and extended rainless periods are not uncommon. Annual snowfall averages 32 inches at Vernonia, the nearest point having snowfall records. Temperature extremes have ranged from -8°F to 101°F at the same station.

The terrain is dominated by the Keasey Formation. This stratum, late Eocene or early Oligocene, consists of marine siltstones and shales which are relatively soft and have given way to numerous landslides. Along the Sunset Highway there are a number of places with slide, slump or grade separation/subsidence failures. However, soil surveys undertaken thus far reveal no particular problems within the project section. Occasional basaltic outcrops are found in the vicinity of the project section. In some sections on the Sunset Highway, these outcrops have been used as sources for aggregates.

There has been no settlement in the project section, except along the East Timber Junction-MP 39.1 Unit. Here, a half-dozen buildings, mostly related to highway service functions, dot the road from the west bank of the Nehalem River to the highway junction. Near the junction are several signs, telephone and power lines, and a transmission crossing.

PURPOSE OF PROJECT

The 1973 ADT for the project section is 3,300 vehicles. Sharp seasonal fluctuation in ADT, however, from 5,800 in August to 1,900 in December, attests to the importance of recreational travel on this route. Summer Sundays reach peaks of 10,900 vehicles daily and 1,100 during the peak hour. Recurrent extensive bottlenecks result from the mix of recreational and heavy vehicles which restrict passing and reduce speeds on the 5 and 6% grades. Four lanes are needed to provide passing opportunities in order to overcome the bottleneck sections. Two more selected statistics show that heavy vehicles (campers, trucks, buses) total approximately 10% of ADT, and that less than 2% of ADT is comprised of out-of-state traffic. Thus, it may be asserted that the majority of traffic is recreation-oriented and originates from the Portland metropolitan area.

This project is expected to improve traffic movement in areas of rolling, mountainous terrain having steep gradients and poor sight distances. Passing movements will become easier, and congestion should be less severe.

DISCUSSION OF ENVIRONMENTAL IMPACTS

Most of the required right-of-way on the East Timber Junction-MP 39.1 Unit is already in state ownership, but intermittent additions will be needed. These additions need not change present patterns of land use adjacent to the highway. Some access reconnections will be provided for a service station, an antique store,

...ial. Two ...quarry, are just ...will receive a 35,000 ...y, the Sunset Springs Unit excavation. This project will

and a small roadside food establishment, as well as for several dirt roads. Access adjustments must likewise be made for the Sunset Rest Area on the Rock Creek-Sunset Springs Unit.

Also near East Timber Junction, some 10 to 12 poles of the Western Oregon Electric Co-op. Company power line on the north side of the highway will need relocation, and two anchors on the Bonneville Power Administration transmission line crossing may require adjustment. On the south side of the highway, 18 to 20 poles and 1-1/4 miles of line belonging to the General Telephone Company will need to be moved. It will be necessary to remove a number of private signs at the intersection, which may or may not be replaced.

The design of the Rock Creek-Sunset Springs Unit was deliberately tailored to avoid infringing upon either the North or South Sunset Springs Waysides; hence, no direct impact is anticipated here. The contractor will take necessary precautions to ensure a minimum of construction impacts on these highway refuges. Completion of the proposed projects may bring about decreased use of the waysides, however, because easier and faster traffic movement should result.

Several physical impacts are anticipated. Considerable clearing (43 acres) and grubbing of vegetation will be required. On the Wolf Creek Unit, and to a lesser extent on the East Timber Junction Unit, clearing will take roadside trees (including a number of the non-native species) dating from the Tillamook Burn reforestation work. Cut slopes will be constructed to a 1-1/2:1, or even 1:1, slope instead of the standard 2:1. This will hold to a minimum both excavation and clearing of vegetation. Present slopes on the two-lane facility are cut at 1:1 and show no problem with revegetation or slope erosion. Thus, more gradual slopes of 1-1/2:1 are not expected to pose any difficulty.

Because of the rolling terrain, cutting and filling of slopes will be extensive. The center line will be adjusted within existing alignment and right-of-way to keep necessary excavation to a minimum. As indicated above, most slopes will be cut 1-1/2:1 to reduce earthwork. Still, approximately 60,000 cubic yards of material will be excavated on the East Timber Junction Unit, with 3,800 cubic yards of excess generated. This material is tentatively to be disposed on the margins of a turnout just west of the project. The Wolf Creek Unit will involve more excavation and more excess than the East Timber Junction Unit. At the Wolf Creek Unit, about 70,000 cubic yards will be in excess of project needs. Two sites have been proposed for the disposal of this material. These sites, an old stockpile area and a depleted rock quarry, are just south, adjacent to the Wolf Creek Unit; each will receive a 35,000 cubic yard segment of the excess. Finally, the Sunset Springs Unit will require 120,000 cubic yards of excavation. This project will

be designed to allow for a balance of material, or perhaps only a small shortage. Any shortage may be easily made up by cutting gradual slopes on this segment, where the preservation of vegetation is not so critical.

The proposed projects will all require construction impinging upon either stream channels or flood plains. On the East Timber Junction Unit, some additional access fill will be required across the Nehalem River flood plain for a four-lane bridge approach. This fill will not add to the height of the present roadbed, nor will it further constrict streamflow under the structure. On the Wolf Creek Unit, the addition of two passing lanes will require changes in the channel adjacent to the present roadway along approximately 450 feet of the South Fork of Wolf Creek. The present alignment of the roadway will be squeezed to the north as much as possible to hold the disruptive impact to a minimum. South Fork Rock Creek, on the Sunset Springs Unit, will also be affected by a short channel change necessitated by widening of the crossing structure and its approaches. This crossing site is located some 1,500 feet east of the Sunset Rest Area entrance. Both of the streams impacted by channel modifications may be described as the upper reaches of tributaries of the upper Nehalem River.

All channel work, as well as any adjacent or nearby excavation, will increase turbidity and sedimentation in the streambed, which can only adversely affect stream biota. Anadromous fish -- specifically, steelhead, coho, and cutthroat, and chinook further downstream -- also inhabit these streams during portions of their life cycles. Excess turbidity and sedimentation have deleterious effects upon the migration, spawning, incubation, and emergence of these fish. Temporary adverse effects upon their supportive systems are also likely.

For these reasons, construction in or near the streambed will be avoided between October 1 and May 31, as recommended by the Wildlife Commission regional fisheries biologist. During construction, furthermore, all prudent measures will be taken to control turbidity. Finally, steps will be taken to aid in the stabilization and revegetation of exposed slopes, e.g., by seeding, mulching, and riprapping.

On both the Rock Creek and the Wolf Creek Units, the proposed four-lane passing sections will traverse a corridor of land designated as a Scenic Forest Wayside or Scenic Forest Reserve by the Parks Section of the Highway Division. These strips were shaped through a series of transactions by the Parks Section, conducted primarily during 1939 and 1940. The strips were specifically intended to be a scenic forest buffer between the immediate roadway right-of-way and state-owned or privately owned timberlands beyond the highway corridor.

Given the mountainous topography, cutting and filling of slopes will have to be reasonably extensive to accommodate a 58-foot roadway. Encroachment upon the Scenic Forest Reserve strips will be unavoidable; in places, almost the entire width of the scenic strip will be cleared, excavated, or both. No alternative is prudent. The only way to preserve the strip is through no action. Yet, passing sections are considered necessary to provide greater mobility under present and anticipated traffic conditions.

A number of the detrimental aesthetic impacts upon the scenic corridor will be alleviated by cutting slopes to steeper inclines or into benches -- where this is geologically sound -- and by pursuit of an active revegetation program. Planting of deciduous seedlings and whips will be promoted for areas having large clearings. Seeding with alder will also help cover exposed slopes.

There are no recreation facilities or registered historic sites to be affected by the project; nor are there wildlife nesting or feeding grounds that will be adversely affected.

Due to the remoteness of the area and the sparsity of population, footpaths or bicycle trails have not been considered as part of this proposal.

State Highway officials will offer the opportunity for a public hearing.

A-95 procedures will be initiated at an appropriate point during project development to provide for notification, feedback, and clearance of proposals with appropriate agencies. Preliminary plans will also be sent to both the Fish and Wildlife Commissions for their consideration prior to finalization of plans.

BASIS FOR NEGATIVE DECLARATION

Limited right-of-way acquisition, considerable excavation, disposal of excess material, clearing of vegetation, temporary siltation of proximate streams, and construction adjacent to waysides and a highway rest area will be immediate adverse impacts of the proposed projects. Given the topography and setting of the project section, these impacts are unavoidable in providing an enlarged roadway. Yet most of these disturbances are short-term, and none are particularly severe. With reasonable care, each of the adverse or potentially adverse aspects of the proposals may be reduced or largely corrected. Such care will be a part of the construction program. Additionally, it should be noted that right-of-way acquisition, will neither displace any residence nor disrupt any business.

A short-term inconvenience will be felt by motorists during construction, especially since the optimum time for construction coincides with the season of maximum traffic. However, upon completion, the four-lane sections will improve both traffic movement and safety. Peak summer weekend traffic loads will be carried more efficiently, thereby effectively reducing travel time to the coast.

It is the conclusion of the Oregon State Highway Division that this project does not constitute a "major action" as defined in Policy and Procedure Memorandum 90-1, Appendix F, nor does it have the potential to significantly adversely affect the quality of the natural or social environment.

Your concurrence is respectfully requested.

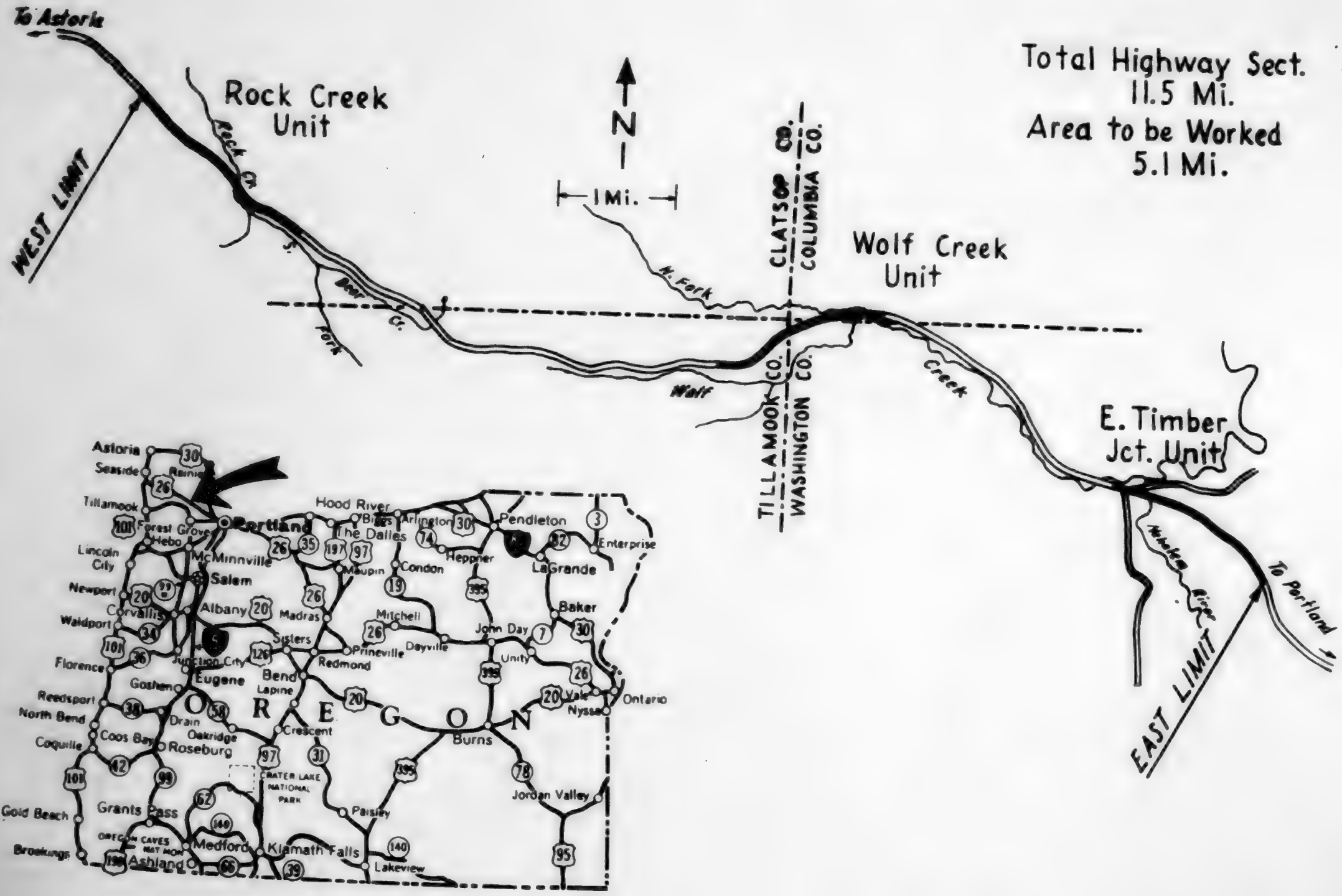
Endorsement to Oregon State Highway Division

Concur _____ Date MAY 13 1974
Division Engineer

EE:pr

Attach.

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. W. Rulien
R. N. Bothman



ROCK CREEK ~ NEHALEM RIVER SEC.
SUNSET HIGHWAY (U.S. ROUTE 26)

8113

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 24, 1974

FILE:

FROM: Larry Jacobson, Supervisor
Parks Design and Engineering

TO: Gary Potter, Manager
Environmental Section

SUBJECT: Preservation of Scenic Areas - Section 4 (f) Draft and Rock Creek-Nehalem River Section Negative Declaration

We have made some suggested verbage changes in the attached letter that may be worth considering.

On the negative declaration for the Rock Creek-Nehalem River Section of Sunset Highway, I offer the following comments or suggestions:

(p. 6, paragraph 1) A prudent alternative is to replace those scenic corridor lands that are used for highway construction either at that location or elsewhere along the route to ensure that the scenic corridor is perpetuated.

(p. 6, paragraph 3) Replace this paragraph with the following: The value of this scenic corridor was recognized by the Transportation Commission Chairman in a request that the feasibility of acquiring a scenic corridor along the Sunset Highway be considered through the Coast Range. Replacement of scenic corridor lands used for highway construction would help mitigate losses anticipated and would retain or enhance the scenic qualities of the corridor.

(p. 6, paragraph 5) It is unlikely that a separate bicycle trail is warranted; however, the use of bicycles along major routes to the coast and along the coast highway is increasing. Bicycle traffic on the highway shoulders will probably occur. Consideration should be given to a combination of shoulder striping and signing to inform both the motorist and the bicyclist of a joint use.

If you have any questions, let me know.

Attach.

LJ:aw

RECEIVED
APR 25 1974

NOTED
R. L. SCHROEDER

NOTED
GARY A. POTTER

8113

UNITED STATES
DEPARTMENT OF THE INTERIOR
FISH AND WILDLIFE SERVICE
BUREAU OF SPORT FISHERIES AND WILDLIFE

NOTED
E. S. HUNTER

1500 N. E. IRVING STREET
P. O. BOX 3737
PORTLAND, OREGON 97208

Reference: RB

April 5, 1974

RECEIVED
APR 9 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. L. H. Young, Office Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

We have reviewed your proposal for highway improvements to the Rock Creek-Nehalem River section of the Sunset Highway (U.S. Route 26). We understand that this project is presently at the "intent" or funding request stage and that detailed plans will be available to us when the more definite "design" stage is reached. Therefore, our comments are rather preliminary. We will provide a more detailed evaluation after receipt of the specific design plans.

A Bureau biologist has inspected the project sites. We understand that Fish Commission of Oregon and Oregon Wildlife Commission personnel also have inspected these sites and have provided planning assistance and recommendations for road construction and instream work.

We have no major objection to this project. Our comments are concerned mainly with proposed crossings at Rock Creek, Wolf Creek, and the Nehalem River. All three streams are used for spawning, rearing, or migration by one or more species of fish including chinook, salmon, coho salmon, steelhead trout, and cutthroat trout. We foresee no severe impact upon fishery resources resulting from new crossings provided they do not encroach into the streambeds and do not require excessive channel alterations.

Our preliminary comments for the stream crossings are as follows:

Rock Creek - Our inspection of the existing bridge revealed little or no instream encroachment. Adverse effects to fishery resources should not occur as long as bridge piers are located similarly to existing ones.

BEN GIFFORD
2-1-74

cc: April 9, 1974
G.L. Green, FHWA
E.S. Hunter
R.L. Schroeder
Victor D. Wolfe
J.B. Boyd
R.E. Royer
J.H. Versteeg
Gary Potter
H.S. Cox
B.L. Gifford
E.L. Everton
C.O. Fredrickson
M.J. Klotz
E.L. Hardt
Don Adams

RECEIVED
APR 8 1974
PROJECT MANAGEMENT SECTION

Wolf Creek - This crossing is near the confluence of Wolf Creek and the North Fork of Wolf Creek. We are unsure of the new road location in relation to either stream, but we prefer that it be located away from the stream channels. The existing bridge does not encroach upon the streambed. Impacts of a new bridge, if similarly placed, should be acceptable to us.

Nehalem River - Piers for bridge widening at this location should not encroach excessively into the riverbed if aligned with existing piers. We are unsure of other work involved with this section and will reserve comment until detailed plans are received.

Instream work, if required, should be performed between June 1 and October 1, or as otherwise specified by the Fish Commission of Oregon, to protect fish resources.

Please inform us when specific project design and construction procedures are available so that we may provide additional review and comment.

Sincerely yours,

Donald J. Hankla

DONALD J. HANKLA
Acting Regional Director

8113

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 1, 1974

TO Executive Department
Federal Aid Coordination Unit

FROM L. H. Young, Office Engineer

SUBJECT Notice of Intent for
Primary Rural Funds
State Admin. Dist. Nos. 1 & 2
Rock Creek-Nehalem River Sec.
Sunset Highway
Tillamook, Clatsop, Washington
and Columbia Counties

Clatsop-Tillamook Intergovern.
Council
P. O. Box 488
Cannon Beach, Oregon 97110

Columbia Region Assn. of
Governments
6400 S. W. Canyon Court
Portland, Oregon 97221

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

In order that the dates of contract letting may be met, your prompt attention to this proposal will be appreciated. The estimated date of filing for federal-aid funds on this project is June 3, 1974.

BLG:bb

Attachment
cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
H. S. Cox
B. L. Gifford
R. N. Chase
R. C. Blensly, CRAG
E. L. Everton
C. O. Fredrickson
M. J. Klotz
L. W. Rulien

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	[1-8] PNRS #	[9] CARD TYPE:		Page One

02	[12] APPLICANT: State Highway Division	[45]	[46] DIVISION: Dept. of Transportation			[79]
03	[12] APPLICANT ADDRESS STREET: State Highway Building	[45]	[46] CITY: Salem	[60]	[76] ZIP: 97310	[80]
04	[12] CONTACT PERSON: L. H. Young	[45]	[46] AREA CODE [48]: 503	[49] PHONE [55]: 378	[56] EXTENSION: 6563	[59]
01	[12] PROJECT TITLE: Rock Creek-Nehalem River Section		Districts 1 and 2			[71]
11	[12] PROJECT LOCATION CITY: Sunset Highway	[45]	[46] PROJECT LOCATION COUNTY: Tillamook, Clatsop, Wash. and Columbia			[79]

05 [12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71]

06 [12] This project involves preliminary engineering, grading, paving, acquisition of right-of-way and those incidental functions that are necessary to construct climbing [71]

07 [12] lanes or widen to four lanes. Included in the survey are three units: Rock Creek, [71]

08 [12] Wolf Creek and E. Timber Jct. The units are 1.9, 1.5, and 1.5 miles in length, [71]

09 [12] respectively. Twelve-foot travel lanes, variable median for left-turn movements [71]

10 [12] with 4 to 10-foot shoulders will be constructed.

12

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
[12] (A) Grant [19]	[20] (B) Other [27]	[28] (C) State [35]	[36] (D) Local [43]	[44] (E) FUNDS [51]	[52] (F) FUNDS [60]
2,345,000	-	655,000	-	-	3,000,000

13 [12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45] [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79] [71]

14 [12] FEDERAL PROGRAM TITLE: Title 23 USC Highways

15 [12] FEDERAL AGENCY NAME: Dept. of Transportation [45] [46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration [79]

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN?

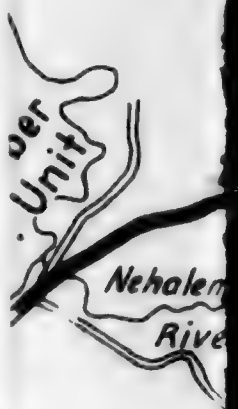
STATE		REGIONAL		LOCAL		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34	[X] 35	[ ] 36	[ ] 37	[X] 38	[ ] 39	[X] 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE: [41] MONTH [42]: June [43] DAY [44]: 3 [45] YEAR [46]: 1974

Form PNRS-1 Page 1

WES



ROCK CREEK, ROCK CK SUNSET

TIL - AMOOK, CL

WASHINGTON & COLU

...caring Map

...TALEM & E. TIMBER

...AY (U.S. RO... RI...

ADDITIONAL INFORMATION – ALL APPLICANTS

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Planning and Construction

HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: February 1, 1974

HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: February 1, 1974

IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-Aid Primary Rural Program

EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s) 1
(b) State Representative District(s) Number(s) 2-3
(c) State Senatorial District(s) Number(s) 1-2

STATE AGENCIES ONLY

11. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

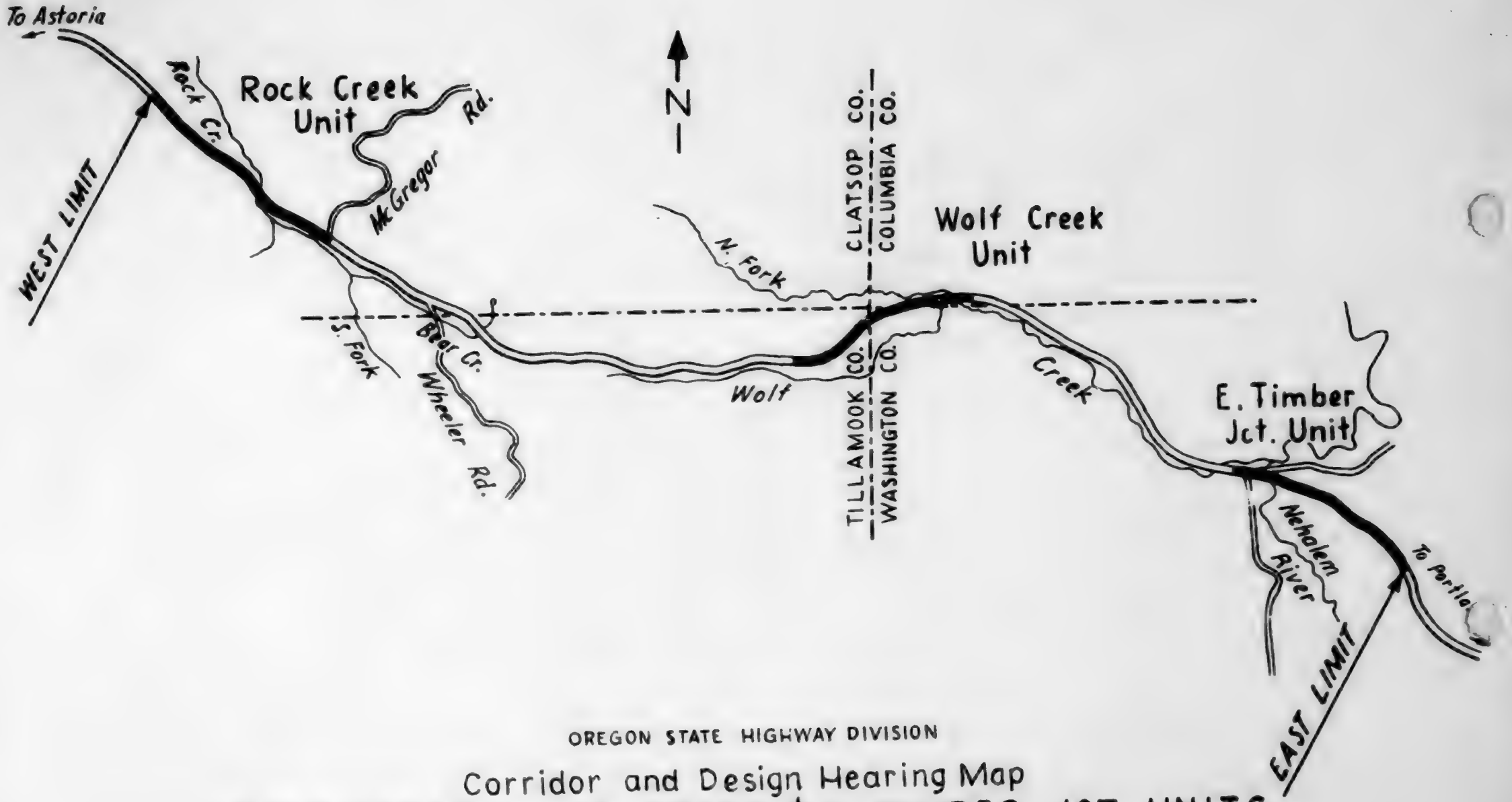
	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	% $	% $	% $
Second Year	% $	% $	% $
Third Year	% $	% $	% $

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes

REMARKS

17(E) A negative environmental declaration will be prepared and made available at the time of public hearing notice.



OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

ROCK CREEK, WOLF CREEK & E. TIMBER JCT. UNITS
ROCK CREEK — NEHALEM RIVER SEC.
SUNSET HIGHWAY (U.S. ROUTE 26)

TILLAMOOK, CLATSOP

WASHINGTON & COLUMBIA COUNTIES

8114 Diamond Lake Blvd. - 1975
Lane Ave.(Roseburg) Sec.
Oak.-Shady H. (Tr. Sig)

Ca 5016.7-29-74

OREGON STATE HIGHWAY DIVISION

FORM 81-736-1190

HIGHWAY DIVISION INVOICE

NO. 123279

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-15-77	cc 1759		110-0603-299

ROSEBUC

City of Roseburg
Attn: Mr. Donald A. Bentz
Director of Public Works
City Hall
Roseburg, OR 97470

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: TOPICS Project T-5026 (3) Lane Avenue-Diamond Lake Blvd. Oakland-Shady Hwy. Contract No. 8114 Covered by Agreement dated 7/15/74			
City Share per attached statement		$15,890.04	
Amount previously transferred		11,200.00	
			$4,690.04
City's Advance Deposit		13,200.00	
Amount previously transferred		11,200.00	
Transfer to Hwy. Fund			2,000.00
Amount Due from City			$2,690.04
(Itemized Statement Attached)			

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Roseburg
City Hall
Roseburg, OR 97470
Attention of Mr. Donald A. Bentz
Director of Public Works

Request No. (assigned by staff engineer or head of section) cc-1759

Date October 18, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project T-5026(3)
Lane Avenue-Diamond Lake Blvd.
Oakland-Shady Hwy.
Contract No. 8114
Covered by Agreement dated 7/15/74

Itemized Statement:

ADVANCE DEPOSIT $13,200

Quantity	Unit	Description	Unit Price	Amount
		City Share per attached statement	15,890.04	
		Amount previously transferred	11,200.00	
				4,690.04
		City's Advance Deposit	13,200.00	
		Amount previously transferred	11,200.00	
				2,000.00
		Amount Due from City		$2,690.04
		(Attach Itemized Statement to Invoice)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 13,200

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 11,200

Give the number of the last previous request in connection with this same service. cc-1510

Credit distribution:
110-0603

Submitted by:
Gary E. Zehner
Gary E. Zehner, Local Project Coor.

Approved:
Regional Engineer

Approved:
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: Oct. 18, 1977

CITY Roseburg Contract No. 8114 Date Completed 3/8/76

PROJECT # T-5026(3) Section Lane Ave.-Diamond Lake Blvd.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		3,447.39
Payment to Contractor		87,594.28
C.F.O. #2 Striping by City Forces		2,655.14
S.F.O. #2 Striping by State Forces		26.86
C.F.O. #3 Signing by City Forces		11,982.25
S.F.O. #4 Connect SPRR Signals		413.71
S.F.O. #5 Install Advance Signal		228.76
S.F.O. #6 Remove Crosswalk Striping		64.95
Construction Engineering:		
State		9,838.35
S.F.O. #1 Signal Controller Testing		6,750.00
Interest Paid to Contractor		10.22
Audit Expense		151.04
	TOTAL COST	$123,162.95
Federal Funds Collected		91,382.86
	BALANCE	$ 31,780.09

City share per agreement dated 7/15/74:

50% of $31,780.09 = $ 15,890.04

Reference: Billing Form cc-1759

STATE OF OREGON

INTER OFFICE MEMO

TOPICS

TO: Vernon E. Skoog
Controller

DATE: March 21, 1977

FROM: Dettmar W. Jones
Staff Auditor D. W. Jones

SUBJECT: Audit Report
City of Roseburg
FAP #T-5026(3)

	Info	FOR	REFER TO:	PROJECT MANAGEMENT
	Investigate			
	R/D			
	Action			MAR 21 '77
	File			
	Letter			
	See me			

Definition Statement

The City of Roseburg submitted the following City Force Orders in conjunction with work to be done at Diamond Lake Blvd.-Lane Ave. under contract 8114:

#2 May 13, 1975	Pavement stripping	$ 5,427
#3 June 10, 1975	City signing	$11,500

City submitted 12 progress billings as analysed in Exhibit A. FHWA requires an audit of such force account costs before reimbursing OSHD for its payments to City.

Analysis

On March 9, 1977, I met with Don Bentz, Director of Public Works for Roseburg, and his accountant, Kathy Forrest. I examined the records supporting the several Force Account Statements. Project costs consisted of

1. Labor	$6,028.10
2. Equipment	1,409.89
3. Materials	6,644.26
4. Unit price(mis)	555.14
Total costs	$14,637.39

The basic source document supporting items 1-3 was a daily diary kept by the foreman. Billing forms were actually prepared from the handwritten notes.

1. Labor

Employee names and base salary rates were verified to Payroll Records. The OPE consisted of actual taxes and retirement costs related to each employee. There was no markup for indirect or other costs.

2. Equipment

The rates billed conformed to the published schedule used generally by the City. Actually that schedule included a $10 factor for "operator"(since City will not rent out their equipment without an operator), but this factor was deducted for project billings. There was no markup over the basic rates.

NOTED
MANOR C. HOLMES

81-125-1387

3. Materials

I examined the vendor invoices to verify pricing on major purchases. There were no discrepancies. City did include the 15% inventory handling charge customary on force account billings.

4. Unit Pricing

City used this method of billing cost for pavement striping. It was the customary pricing method, and was approved on City Force Order # 2.

Conclusion

The charges for force account work as billed by City were reasonable and properly supported. They are eligible for claim to FHWA as a TOPICS project.

APPROVED

D. E. Skoog

DWJ:mm

cc: Gary Zehner
R.J. Hacek

Ph.: 672-7701 ext. 33

City of Roseburg
T-5026(3)

Force 3/3/77

EXHIBIT A

Period incurred 1976		CFO #2 110-0602-215-02 labor	equip.	matls.	CFO #3 110-0603-216-03 labor	equip.	matls.
					$ 137805	$ 28395	$
	Aug.	striping @ unit price		555.14	110816	36075	16421
	Sept.				97887	16156	19405
	Oct.				7108		
	Nov.				44519	10127	6750
1976	Dec.	21199	9825	4258	31831	7143	58972
	Jan.			60470	70237	17163	58531
	Feb.				15560	2105	18737
	May	65748	13000	35500			
	sub-tot.	86947	22825	155742	515863	118164	56419
City Lite &				$ 2655.14			$ 11982
OSHD cost		1.62577	27.17	27.17			—
		63520	39	39			
		65582	08	08			
JCS 1/31/77				$ 268200			$ 11

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

(MEMORANDUM)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

1-24-77

THE UNITED STATES, DR., TO (Insert official or depositary named in project agreement)

PAID BY

ADDRESS Treasurer of the State of Oregon

Capitol Building
Salem, OR 97310

(For use of Paying Office)

STATE Oregon

FEDERAL AID PROJECT NO. F-[illegible](3)

VOUCHER PERIOD: 11-26-74 to 1-24-77

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
$122,182.86	$116,867.82	78.20%	$91,382.06	$ 91,382.06	$ 0.00	

DIVISION

BY DATE

AUDITED

BY DATE

PASSED FOR PAYMENT

BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$ 0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Diamond Lake Blvd.-Lone Avenue (Roseburg) Section					
	Douglas County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering	All Required			$ 3,444.29	
	Total Preliminary Engineering Cost				$ 3,444.29	
	Construction					
	Type Code 7031					
	Traffic Signals (Diamond Lake Blvd & Lone Ave.) (Contr. 7814)					
	Final Contract Payment Summary	Lump Sum			$ 87,594.28	
CPD	#2 Striping by City Forces	All Required			2,655.14	
CPD	#3 Signing by City Forces	All Required			11,982.28	
SFD	#4 Connect SPRR Signals	All Required			413.71	
SFD	#5 Install advance Signal	All Required			228.76	
SFD	#6 Remove Crosswalk Striping	All Required			64.95	
SFD	#2 Striping work by State forces	All Required			26.80	
	Total Construction Cost				$102,965.92	
	Construction Engineering					
	State	All Required			$ 3,546.60	
SFD	#Signal Controller Testing	All Required			6,750.00	
	Total Construction Engineering Cost				$ 10,296.60	
	Miscellaneous Project Costs					
	Audit Expense	All Required			$ 151.04	
	Total Participating Cost				$116,857.85	
	Nonparticipating Items					
	Interest paid to Contractor	All Required			$ 10.22	
	Construction Engineering	All Required			6,291.75	
	Preliminary Engineering	All Required			3.10	
	Total Nonparticipating Cost				$ 6,305.07	
	Total Cost				$123,162.92	
	Prepared based on costs shown on Federal Billing as of 7-21-77					

AMOUNT CARRIED FORWARD..

FORM FR-20A (6-71)

GPO 914-021

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

PAYEE

L. K. Comstock & Co. Inc.
136 West 9th
Albany, OR 97321

FISCAL YEAR

WARRANT NUMBER

VOUCHER DATE	TOTAL AMOUNT
6-21-76	$ 4,379.71

CONTRACT NO.	ESTIMATE NO.
8114	7F

PERIOD COVERED:
to 3-8-76

APPROVED:

DESIGNATED AUTHORITY

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction.

For Payment of accounts incurred by the State Highway Division by authority of ORS 366.435.

This final claim has been authorized in the above amount.

(DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, _____ certify that I am ___ _____

(IF FIRM OR CORP., STATE CAPACITY) that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

_____
(Signature)

FORM 81-734-1020

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 81-730-688

COUNTY	DOUGLAS
HIGHWAY	OAKLAND-SHADY
SECTION	DIAMOND LAKE BLVD-LANE AVE (ROSEBURG)
CONTRACT NO.	8114
ESTIMATE NO.	7
FEDERAL AID PROJECT NO.	T 5026003
PREFIX NO'S.	

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	1P TEMPORARY PROTECTION AND DIRECT TRAFFIC		LUMP SUM	1450.0000	100.000	1450.00	1450.00	
002	1P TEMPORARY SIGNS		SQ FT	4.5000	134.000	603.00	603.00	
003	1P FLAGMEN	PA 4	HOURS	14.0000	632.500	8855.00	8855.00	
004	1P TRAFFIC SIGNAL INSTALL	COMPLETE	LUMP SUM	69648.0000	100.000	69648.00	69648.00	
	PRICE AGREEMENT ITEMS							
30101	1P REVISED TRAFFIC SIGNAL	BI 4	LUMP SUM	5742.0000	100.000	5742.00	5742.00	
30201	1P DELETION OF RR INTER-	CONNECT	LUMP SUM	716.7200-	100.000	716.72-	716.72-	
30501	1P TRAFFIC SIGNAL REVISIONS		LUMP SUM	2013.0000	100.000	2013.00	2013.00	

Type Code "P" Constr. Cost
V031 $87,594.28

Total Cost
$87,594.28

GROSS RETAINAGE				
TREASURER DEPOSIT				
* NET RETAINAGE				
	TOTAL CONTRACT ITEMS	87594.28	87594.28	
---	% RETAINED ON CONTRACT ITEMS		4,379.71	4,379.71
	FORCE ACCOUNT			
	TOTAL PAYMENTS	87,594.28	83,214.57	4,379.71

DATE

PREVIOUS VOUCHER NO. 76 PG. 01 8114
49540

CHECKED BY:
JP/SL

ENGINEER OR AUDITOR
C. Duval

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

(MEMORANDUM)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

VOUCHER NO.

APPROPRIATION

1-24-77

SCHEDULE NO.

THE UNITED STATES, DR., TO (Insert official or depositary named in project agreement)

PAID BY

ADDRESS Treasurer of the State of Oregon

Prefix: 110-0603

Capitol Building
Salem, OR 97310

(For use of Paying Office)

STATE Oregon

FEDERAL AID PROJECT NO. F-[illegible](3) ROSEBURG

VOUCHER PERIOD: FROM 11-26-74 TO 1-25-77

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
$183,162.86	$134,867.68	70.30%	$91,382.86	$ 91,382.86	$ 0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

V.E. Stoeg
Controller

$ 0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Pleasant Lake Blvd.-Lone Avenue(Roadway)Section					
	Pinellas County					
	Preliminary Engineering					
	~~Work Code 7.1~~				~~$ 3,444.20~~	
	Preliminary Engineering	All Required			$ 3,444.20	
	Total Preliminary Engineering Cost					
	Construction					
	Work Code 7031					
	Traffic Signals(Pleasant Lake Blvd & Lone Ave.)(Contr.#3114)	Lump Sum			$ 87,594.28	
	Final Contract Payment Summary	All Required			2,655.14	
CPC	#2 Striping by City Forces	All Required			11,982.26	
CPC	#3 Signing by City Forces	All Required			413.71	
SPC	#4 Connect SPRR Signals	All Required			228.76	
SPC	#6 Install advance Signal	All Required			64.95	
SPC	#6 Remove Crosswalk Striping	All Required			26.94	
SPC	#2 Striping work by State forces				$102,965.86	
	Total Construction Cost					
	Construction Engineering				$ 3,666.60	
	State	All Required			6,750.00	
SPC	#Signal Controller Testing	All Required			$ 10,296.60	
	Total Construction Engineering Cost					
	Miscellaneous Project Costs	All Required			$ 151.04	
	Audit Expense				$116,857.88	
	Total Participating Cost					
	Nonparticipating Items					
	Interest paid to Contractor	All Required			$ 10.22	
	Construction Engineering	All Required			6,291.75	
	Preliminary Engineering	All Required			3.10	
	Total Nonparticipating Cost				$ 6,305.07	
	Total Cost				$123,162.95	

Prepared based on costs shown on Federal Billing as of 7-21-77

AMOUNT CARRIED FORWAR

GPO 914-021

FORM PR-20A (5-71)

PTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
OND LK BLVD-LANE AVE	CONT NO 8114 * FA PROJ NOS T 526003 100					S
	110 0607	201	00 P 1			87,594.28
	110 0603	206	00 N 1			10.22
	110 0603	276	03 P 1			11,982.25
	110 0603	276	04 P 1			413.71
	110 0603	276	05 P 1			74.13
	110 0603	277	00 P 1			154.63
	110 0603	278	02 P 1			2,603.00
	110 0603	278	06 P 1			64.95
	110 0603	296	00 N 9	684.91CR		102,582.85CR
	110 0603	298	00 N 9	684.91		91,372.85
	110 0603	299	00 N 9			11,200.00
	110 0603	900	00 P 1			3,179.03
	110 0603	900	00 N 1			6,271.75
	110 0603	900	01 P 1			6,750.00
	110 0603	901	00 P 1			423.87
	110 0603	905	00 P 1			121.32
	110 0603	906	00 N 1			3.10
	110 0603	911	00 P 1			1,733.33
	110 0603	914	00 P 1			232.59
	110 0603	915	00 P 1			161.04
	110 0603	920	00 P 1			72.79
	110 0603	921	00 P 1			440.53
	110 0603	923	00 P 1			404.76
	110 0603	950	00 P 1			367.57
		TOT	P1			116,857.83
		TOT	N1			6,305.07
		** JOB TOTALS **		**	**	123,162.95 **
		MAJOR CLASS 06 TOTALS			411,649.01	1,212,018.32
POOSE AREA HWY #2 /H/	CONT NO	FA PROJ NOS CJF 001001 100				S
	005 0701	296	00 N 9			2,450.92CR
	005 0701	298	00 N 9			2,450.92
	005 0701	407	00 P 1			909.11
	005 0701	414	00 P 1			39.66
	005 0701	901	00 P 1			702.10
	005 0701	901	00 N 1			3.03

FINALED FA PROJECTS

FAP No.	Cont. No.	Prefix	Description	FA Funds	Date
RF-0005(1) (POST FINAL)	8157	6-1027	DOUGLAS CO. LINE - HAUSER SECTION - COOS CO.	697,521.76	9-23-77
F-5026(3)	8114	110-0603	DIAMOND LAKE BLVD - LONG AVE. (ROSEBURG) SEC. DOUGLAS CO.	91,382.86	9-23-77

PROJECT MANAGEMENT

PME ☐ CCE ☐ OM ☐

LGE ☑ FAE ☐ OPE ☐

SEP 30 1977

FAA Signed File: PM FA LG OP

#8114 1-10-77

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (R S Hunter)
Wash. D.C. (HHD-32)
Reg. 3

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Douglas	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
1-10-77	Michael Halladay, Engr. Trainee		T 5026(3)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
3-10-76	June 21, 1976	100 %	280 cal. days
APPROVED EXTENSIONS	**LOCATION**		
—	Diamond Lake Blvd. -Lane Ave. (Roseburg)		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

DIAMOND LAKE BLVD.-LANE AVE. (ROSEBURG) SEC.
OAKLAND-SUTHERLIN HIGHWAY

The project consisted of the revision of several traffic signals in the City of Roseburg.

COPY SENT
JAN 28 1977
W. Ellington

RECEIVED
STATE HWY ENGR
JAN 31 '77
REFER TO
cy Keasey
FOR

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: T. P. Lowe — Original Signed by T. P. LOWE		SIGNATURE: G. K. Hoesner — Original signed by G. K. Hoesner Dist. Engineer	
TITLE: Area Engineer	DATE: 1-24-77	TITLE: District Engr.	DATE: 1-24-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY 8114

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL CARD A — *To be completed by Washington Headquarters Personnel* (1–4, 5–8, 9–12, 13–15, 16–18, 19–22, 23–24, 25–27, 28–30, 31–33)

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN (X) / RURAL ( )
Oregon	Douglas	T-5026(3)	

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED
	CONSTRUCTION TYPE CODES		Y031	0	July 15, 1975
20	FINAL CONSTRUCTION COST	DOL.	112,852	0	DATE COMPLETED: March 8, 1976
21	LENGTH OF PROJECT	MILES	0	0	TOTAL NO. BRIDGES: 0

PART B *(To be completed by contractor - See instructions on reverse)* *(REMARKS: Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS: 2,166	GROSS EARNINGS: 24,900	

CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	52,200	
	9	PETROLEUM PRODUCTS	GAL.	350	
	1	CEMENT	BBL.		
CARD C	2 / 92	AGGREGATES PURCHASED	TON. / CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.		
	4	LUMBER	THSD BD FT		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.	1,376	
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.	33	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15 / 95	AGGREGATES PRODUCED	TON / CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.		
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	11,982	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel (48–52, 53–61, 62–70)

CARD H — CULVERT ITEMS

ITEM	SIZE (In.)	LGTH. (Lin. ft.)
6	CORRUGATED STEEL CULVERT	

CARD J

ITEM		
13	CONCRETE PIPE	

CARD K

ITEM		
14	CLAY PIPE AND DRAIN TILE	

CARD L

ITEM		
25	CORR. ALUMINUM CULVERT	

CARD M

ITEM		
26	CAST IRON PIPE	

FORM PR- 47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 881-120

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 026(3)

STATE PROJECT NO. Lane Ave - Diamond Lake Blvd.

FROM: G. L. Green, Division Administrator
Salem, Oregon
10-27-76

PROGRAM NO.

ITEM NO. T-96

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 29 '76
REFER TO
Quiver
FOR
Sec. | Invest. | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
1-29-75	5-11-76	Secondary 553	Secondary 234

GENERAL LOCATION:

City of Roseburg.

GENERAL DESCRIPTION OF WORK:

Revise City force order #2 to include traffic and pedestrian signal revision.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX~~ ~~XXXXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 8-20-76 and based on the data submitted, you are authorized to proceed with the use of City Forces as being in the public interest, under City Force Order, Supp. #2. Work shown on Supplemental Order #2 as "Repair PTR Signs & Miscellaneous" in the amount of $230.53 is not eligible for Federal-aid participation. Total estimated cost for this order has changed to $1,160 - Federal Funds $907.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-27-76	G. K. Hoosier	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Contr. E114

ORDER FOR FORCE WORK

PERFORMED BY CITY FORCES

ORDER NO. 2 Supplemental

F.A. Project No. ~~T~~ 5026(3) Date July 27, 1976

Street Diamond Lake Blvd.-Lane Ave.

City Roseburg, Oregon Prefix 110-0603 Account No. 278-02

Description of work to be done:
Expand City Force Order #2, Permanent Pavement Striping, to include traffic and pedestrian signal revision.

FHWA-OR-EL-7 APPROVED EFFEC. 5-11-76

Location: Sta. to Sta. or MP to MP
Throughout project.

Estimate of quantities and costs:

Material	~~355.00~~
Labor	$ ~~620.00~~
Equipment	670.00
	135.00
	~~$1,425.00~~ #1160

Explanation: Billing for CFO #2 has been received. Excess funds are sufficient to cover this work. No increase in Contract Cost.

This work is necessary to update signals not changed under the contract.

CITY APPROVAL:

(Name) [signature]

(Title) [signature]

HIGHWAY DIVISION APPROVAL:

(Name) L. X. Wilson

(Title) Reg. Const. Engr.

[signature]
Constr. Engr

STATE COPY

8114

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-109		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Douglas
MODIFICATION NUMBER 7	9-27-76	Project Number T-5026(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 27, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 116,372.00	$ 119,375.00
Federal funds	$ 88,090.42	$ 90,697.95
Other revisions		

This modification is made for the following reasons:
To include approved price agreement and increase federal funds to utilize balance from final voucher submissions subject to lapse.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27th day of September, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

acting Deputy State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

for: G. L. Green

Form FR-2A (Rev. 10-75) Previous editions are obsolete 8671.7

Oregon State Highway Division
Salem, Oregon, September 22, 1976

Federal-Aid Project
No. T-5026(3)

Diamond Lake Blvd. - Lane Avenue (Roseburg) Section
Oakland-Shady Highway in Douglas County

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 3,000.00

Type Code Y031
Traffic Signals (Diamond Lake Blvd.-Lane Avenue)

Temporary Protection and Direction of Traffic	All Required		1,450.00
Temporary Signing	250 sq.ft.	4.50	1,125.00
Flagmen	600 hours	14.00	8,400.00
Traffic Signal Installation, Complete	All Required		69,648.00
PA 1, Revise Traffic Signal Installation	Lump Sum		5,742.00
CFO 2, Permanent Pavement Striping	All Required		5,427.49
CFO 3,Permanent Signing	All Required		11,390.16
SFO 5, Install Advance Signal Ahead Sign	All Required		300.00
SFO 6, Remove Crosswalk Striping	All Required		300.00
PA 5, Traffic Signal Revisions	Lump Sum		2,013.00
	Subtotal		$105,795.65
	Engineering		6,579.35
	Engineering (Signal Controller Testing)		4,000.00
	TOTAL		$116,375.00

Length of Project . . . . . 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E.	$ 3,000.00	$ 2,345.00	$ 327.00	$ 328.00
Traffic Singals	116,375.00	88,352.95	14,011.02	14,011.03
TOTAL	$119,375.00	$ 90,697.95	$ 14,338.02	$ 14,339.03

Group 1 100%
Contract No. 8114
Prefix No. 110-0603

8114

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-110		State OREGON
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Douglas
MODIFICATION NUMBER 6	6 21 76	Project Number T-5026(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 27, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 116,372.00	$ 116,372.00
Federal funds	$ 84,220.50	$ 88,090.42
Other revisions		

This modification is made for the following reasons:
To increase federal funds to utilize balance from final voucher submissions which is subject to lapse.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of June, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By R. F. Schroeder

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-813

Oregon State Highway Division
Salem, Oregon, June 17, 1976

Federal-Aid Project
No. T-5026(3)

Diamond Lake Blvd.-Lane Ave. (Roseburg) Sec.
Oakland-Shady Highway In Douglas County

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 3,000.00

Type Code Y031
Traffic Signals (Diamond Lake Blvd.-Lane Ave.)

Temporary Protection and Direction of Traffic	All Required		1,450.00
Temporary Signing	250 sq.ft.	4.50	1,125.00
Flagmen	600 hours	14.00	8,400.00
Traffic Signal Installation, Complete	All Required		69,648.00
PA 1, Revise Traffic Signal Installation	Lump Sum		5,742.00
CFO 2, Permanent Pavement Striping	All Required		5,427.49
CFO 3, Permanent Signing	All Required		11,390.16
SFO 5, Install Advance Signal Ahead Sign	All Required		300.00
SFO 6, Remove Crosswalk Striping	All Required		300.00
	Subtotal		$103,782.65
	Engineering		5,589.35
	Engineering (Signal Controller Testing)		4,000.00
	Total		$113,372.00

Length of Project . . . . . 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E.	$ 3,000.00	$ 2,345.00	$ 327.00	$ 328.00
Traffic Signals	113,372.00	85,745.42	13,813.29	13,813.29
Total	$116,372.00	$88,090.42	$14,140.29	$ 14,141.29

Group 1 100%
Contract No. 8114
Prefix No. 110-0603

8114

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3-123		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Douglas
MODIFICATION NUMBER 4 5	3 23 76	Project Number T-5026(3)

15

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 27 ,19 75 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 116,372.00	$ 116,372.00
Federal funds	$ 83,966.65	$ 84,220.50
Other revisions		

This modification is made for the following reasons:

To increase federal funds to utilize balance from final voucher submission which is subject to lapse.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of March ,19 76 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, Oregon, March 17, 1976

Federal-Aid Project
No. T-5026(3)

Diamond Lake Blvd.-Lane Ave. (Roseburg) Section
Oakland-Shady Highway in Douglas County

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 3,000.00

Type Code Y031
Traffic Signals (Diamond Lake Blvd.-Lane Ave.)

Temporary Protection and Direction of Traffic	All Required		1,450.00
Temporary Signing	250 sq.ft.	4.50	1,125.00
*Flagmen	600 hours	14.00	8,400.00
Traffic Signal Installation, Complete	All Required		69,648.00
PA 1, Revise Traffic Signal Installation	Lump Sum		5,742.00
CFO 2, Permanent Pavement Striping	All Required		5,427.49
CFO 3, Permanent Signing	All Required		11,390.16
SFO 5, Install Advance Signal Ahead Sign	All Required		300.00
SFO 6, Remove Crosswalk Striping	All Required		300.00
	Subtotal		$103,782.65
	Engineering		5,589.35
	Engineering (Signal Controller Testing)		4,000.00
	Total		$113,372.00

Length of Project - - - - - - - - - 0.00 Mile

*Increase

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Eng.	$ 3,000.00	$ 2,345.00	$ 327.00	$ 328.00
Traffic Signals	113,372.00	81,875.50	15,748.25	15,748.25
Totals	$116,372.00	$84,220.50	$16,075.25	$16,076.25

Group 1 100%
Contract No. 8114
Prefix No. 110-0603

8114

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved: O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER: 2-148		Stat State: Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Douglas
MODIFICATION NUMBER: 4	2 23 76	Project Number: T-5026(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 27 , 19 75 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 115,772.00	$ 116,372.00
Federal funds	$ 82,894.71	$ 83,966.65
Other revisions		

This modification is made for the following reasons:

Include approved State force orders nos. 5 & 6.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of February , 19 76 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Form FR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-813

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Oregon State Highway Division
Salem, Oregon, February 20, 1976

Federal-aid Project
No. T-5026(3)

DIAMOND LAKE BLVD.-LANE AVE. (ROSEBURG) SECTION
OAKLAND-SHADY HIGHWAY IN DOUGLAS COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 3,000.00

Type Code Y031
Traffic Signals (Diamond Lake Blvd.-Lane Ave.)

Temporary Protection and Direction of Traffic	All Required		$ 1,450.00
Temporary Signing	250 sq.ft.	4.50	1,125.00
*Flagmen	600 hours	14.00	8,400.00
Traffic Signal Installation, Complete	All Required		69,648.00
PA 1, Revise Traffic Signal Installation	Lump Sum		5,742.00
CFO 2, Permanent Pavement Striping	All Required		5,427.49
CFO 3, Permanent Signing	All Required		11,390.16
SFO 5, Install Advance Signal Ahead Sign	All Required		300.00
SFO 6, Remove Crosswalk Striping	All Required		300.00
	Subtotal		$103,782.65
	Engineering		5,589.35
	Engineering (Signal Controller Testing)		4,000.00
	Total		$113,372.00

Length of Project - - - - - 0.00 Mile

*Increase

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	City Funds
Preliminary Eng.	$ 3,000.00	$ 2,345.00	$ 327.00	$ 328.00
Traffic Signals	113,372.00	81,621.65	15,875.17	15,875.18
Totals	$116,372.00	$83,966.65	$16,202.17	$16,203.18

Group 1 - 100%

Contract No. 8114

Prefix No. 110-0603

1114

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER: 12-296		State: Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Douglas
MODIFICATION NUMBER: 3	12-30-75	Project Number: T-5026(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 27, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 108,492.00	$ 115,772.00
Federal funds	$ 80,809.98	$ 82,894.71
Other revisions		

This modification is made for the following reasons:

Include increase in bid item quantity.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of December, 1975.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By A. J. Schneider
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green *(Division Administrator)*

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 695-813

Oregon State Highway Division
Salem, Oregon, December 30, 1975

Federal-aid Project
No. T-5026(3)

DIAMOND LAKE BLVD.-LANE AVE. (ROSEBURG) SECTION
OAKLAND-SHADY HIGHWAY IN DOUGLAS COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 3,000.00

Type Code Y031
Traffic Signals (Diamond Lake Blvd.-Lane Ave.)

Temporary Protection and Direction of Traffic	All Required		$ 1,450.00
Temporary Signing	250 sq.ft.	4.50	1,125.00
*Flagmen	600 hour	14.00	8,400.00
Traffic Signal Installation, Complete	All Required		69,648.00
PA 1, Revise Traffic Signal Installation	Lump Sum		5,742.00
CFO 2, Permanent Pavement Striping	All Required		5,427.49
CFO 3, Permanent Signing	All Required		11,390.16
Subtotal			$103,182.65
Engineering			5,589.35
Engineering (Signal Controller Testing)			4,000.00
Total			$112,772.00

Length of Project - - - 0.00 Mile

*Increase

8114 STATE COPY 48

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
MONTHLY TRANSACTION NUMBER 10-101		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Douglas
MODIFICATION NUMBER 2	10-24-75	PROJECT NUMBER T-5026(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 27, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 89,993.00	$ 108,492.00
Federal funds	$ 70,364.00	$ 80,809.98
Other revisions		

This modification is made for the following reasons:

Include approved city force orders.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of October, 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By A. J. Schmeer
Asst Deputy State Highway Engineer for
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glen L. Green
G. L. Green *(Division Engineer)*

Form PR-2A
(Rev. 9-74)

Existing stocks of Form PR-2A (Rev. 5-71) will be used.

Oregon State Highway Division
Salem, Oregon, October 24, 1975

Federal-aid Project
No. T-5026(3)

DIAMOND LAKE BLVD.-LANE AVE. (ROSEBURG) SECTION
OAKLAND-SHADY HIGHWAY IN DOUGLAS COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 3,000.00

Type Code Y031
Traffic Signals (Diamond Lake Blvd.-Lane Ave.)

Temporary Protection and Direction of Traffic	All Required		$ 1,450.00
Temporary Signing	250 sq.ft.	4.50	1,125.00
Flagmen	80 hour	14.00	1,120.00
Traffic Signal Installation, Complete	All Required		69,648.00
PA 1 - Revise Traffic Signal Installation	Lump Sum		5,742.00
CFO 2 - Permanent Pavement Striping	All Required		5,427.49
CFO 3 - Permanent Signing	All Required		11,390.16
Subtotal			$ 95,902.65
Engineering			5,589.35
Engineering (Signal Controller Testing)			4,000.00
Total			$105,492.00

Length of Project - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	City Funds
Preliminary Engineering	$ 3,000.00	$ 2,345.00	$ 327.00	$ 328.00
Traffic Signals	112,772.00	80,549.71	16,111.14	16,111.15
Totals	$115,772.00	$82,894.71	$16,438.14	$16,439.15

Group 1 - 100%

Contract No. 8114

Prefix No. 110-0603

Oregon State Highway Division
Salem, Oregon, October 24, 1975

Federal-aid Project
No. T-5026(3)

DIAMOND LAKE BLVD.-LANE AVE. (ROSEBURG) SECTION
OAKLAND-SHADY HIGHWAY IN DOUGLAS COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 3,000.00

Type Code Y031
Traffic Signals (Diamond Lake Blvd.-Lane Ave.)

Temporary Protection and Direction of Traffic	All Required		$ 1,450.00
Temporary Signing	250 sq.ft.	4.50	1,125.00
Flagmen	80 hour	14.00	1,120.00
Traffic Signal Installation, Complete	All Required		69,648.00
PA 1 - Revise Traffic Signal Installation	Lump Sum		5,742.00
CFO 2 - Permanent Pavement Striping	All Required		5,427.49
CFO 3 - Permanent Signing	All Required		11,390.16
	Subtotal		$ 95,902.65
	Engineering		5,589.35
	Engineering (Signal Controller Testing)		4,000.00
	Total		$105,492.00

Length of Project - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	City Funds
Preliminary Engineering	$ 3,000.00	$ 2,345.00	$ 327.00	$ 328.00
Traffic Signals	105,492.00	78,464.98	13,513.51	13,513.51
Totals	$108,492.00	$80,809.98	$13,840.51	$13,841.51

Group 1 - 100%

Contract No. 8114

Prefix No. 110-0603

3114 T-1475 R

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
2-228		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
		Douglas
MODIFICATION NUMBER		PROJECT NUMBER
1		F-5026(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 27, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 83,672	$ 89,993
Federal Funds	$ 65,426	$ 70,364
Other revisions		

This modification is made for the following reasons:

Include approved price agreement.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 30 day of June, 19 75.

Oregon State Highway Division
(Official name of Highway Department)

By E S Juetta

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division

Federal-aid Project
No. T-5026(3)

DIAMOND LAKE BLVD.-LANE AVE. (ROSEBURG) SECTION

OAKLAND-SHADY HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, June 27, 1975

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 3,000.00

Type Code Y031
Traffic Signals (Diamond Lake Blvd.-Lane Ave.)

Temporary Protection and Direction of Traffic	All Required		$ 1,450.00
Temporary Signing	250 sq.ft.	4.50	1,125.00
Flagmen	80 hour	14.00	1,120.00
Traffic Signal Installation,			
Complete	All Required		69,648.00
P.A.1 Revise Traffic Signal Installation	Lump Sum		5,742.00
Subtotal			$79,085.00
Engineering			3,908.00
Engineering (Signal Controller Testing)			4,000.00
Total			$86,993.00

Length of Project - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	City Funds
Preliminary Engineering	$ 3,000.00	$ 2,345.00	$ 327.00	$ 328.00
Traffic Signals	86,993.00	68,019.00	9,487.00	9,487.00
Totals	89,993.00	$70,364.00	$ 9,814.00	$ 9,815.00

Group 1 - 100%

Contract No. 8114

Prefix No. 110-0603

-8114 R

STATE COPY

Form Approved; O.M.B. No. 04-R2060

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION	STATE
MONTHLY TRANSACTION NO.	FEDERAL HIGHWAY ADMINISTRATION	Oregon
4-14	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY: Douglas
	3-27-75	PROJECT NO.: F-5026(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City of Roseburg Lane Ave.-Diamond Lake Blvd.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11-26-74 7-11-74	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	1-29-75	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 83,677	$ 65,426

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. H. Young

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green *(Division Engineer)*

Date executed by Division Engineer _____

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

Form PR-2 (Rev. 9-74)

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

NONDISCRIMINATION PROVISION

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions are contained in State-City Agreement approved by the Highway Division on 7-15-74.

As the State Highway Division is without legal authority to regulate the use of the right-of-way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

☆ U. S. GOVERNMENT PRINTING OFFICE: 1974—625-858 3-1

Oregon State Highway Division

Federal-aid Project
No. T-5026(3)

DIAMOND LAKE BLVD.-LANE AVE. (ROSEBURG) SECTION

OAKLAND-SHADY HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, March 14, 1975

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 3,000.00

Type Code Y031
Traffic Signals (Diamond Lake Blvd.-Lane Ave.)

Temporary Protection and Direction of Traffic	All Required		$ 1,450.00
Temporary Signing	250 sq.ft.	4.50	1,125.00
Flagmen	80 hour	14.00	1,120.00
Traffic Signal Installation, Complete	All Required		69,648.00
Subtotal			$73,343.00
Engineering			3,334.00
Engineering (Signal Controller Testing)			4,000.00
Total			$80,677.00

Length of Project - [illegible] - 0.00 Mile

Retained in Program Status

Work by Southern Pacific Company	All Required	$ 6,125.00
Permanent Signing (City)	All Required	11,500.00
Permanent Pavement Striping (City)	All Required	5,000.00
Curb Separator (S.F.)	All Required	500.00
Subtotal		$23,125.00
Engineering		2,312.00
Total		$25,437.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	City Funds
Preliminary Engineering	$ 3,000.00	$ 2,345.00	$ 327.00	$ 328.00
Traffic Signals	80,677.00	63,081.00	8,798.00	8,798.00
Subtotals	$ 83,677.00	$65,426.00	$ 9,125.00	$ 9,126.00
Retained in Program	25,437.00	19,889.00	2,774.00	2,774.00
Totals	$109,114.00	$85,315.00	$11,899.00	$11,900.00

Group 1 - 100%

Contract No. 8114

Prefix No. 110-0603

8114

June 25, 1976

Seaboard Surety Company
90 William St.
New York, NY 10038

Gentlemen:

Contract No. 8114 awarded to L. K. Comstock & Company, Inc., for work on the Diamond Lake Blvd.-Lane Avenue (Roseburg) Section of the Oakland-Shady Highway in Douglas County was completed on March 8, 1976, and accepted by the State Highway Engineer on June 21, 1976.

Final payment in the amount of $4,379.71 will be released to the contractor after June 30, 1976. The total contract amount is $87,594.28 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Read
COMMISSION SERVICES

sr

cc L. K. Comstock & Company, Inc.
136 West 9th Ave.
Albany, OR 97321

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

8114

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Diamond Lake Blvd.- Lane Ave.		WEEK ENDING: May 1, 1976
		SECTION PREFIX: 110-0630
HIGHWAY: Oalkand - Shady		COUNTY: Douglas
NAME OF JOB: Diamond Lake Blvd.-Lane Ave. (Roseburg)	KIND OF WORK: Traffic Signal Revision	
CONTRACTOR: L.K. Comstock & Co., Inc.	CONTRACT NUMBER: 8114	FEDERAL AID PROJECT NUMBER: T-5026(3)
DATE OF CONTRACT: March 18, 1975	DATE WORK STARTED: 7/15/75	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 280	CALENDAR DAYS USED 277
PROJECT AUTHORIZATION: $114,031.18	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 99%
EXCLUSIVE OF ENGINEERING: $104,989.06	ENGINEERING AUTHORIZATION $9,042.12	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $111,986.77	ENGINEERING COST TO DATE $8,452.16	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99%
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 6.7%	PERCENT OF AUTHORIZATION 93 %	DATE PROJECT WAS COMPLETED: 3/8/76

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Traffic Signal Installation						
PERCENT							

	WEATHER	~~WORK~~ Calendar DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 25	Overcast, cool	0		
MONDAY 26	Overcast, cool	0		
TUESDAY 27	Clear, warm	0		
WEDNESDAY 28	Clear, warm	0		
THURSDAY 29	Overcast, warm	0		
FRIDAY 30	Clear, warm	0		
SATURDAY 1		0		

Routing

Keasey K Richards

Boud B Glenn

Jackmond Berg

Harwood

Johnsen

Walker

RECEIVED
MAY 3 1976
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 25	No activity.
MONDAY 26	All contract work is now complete. No activity.
TUESDAY 27	No actigity.
28 WEDNESDAY	No activity.
29 THURSDAY	No activity.
FRIDAY 30	No activity.
1 SATURDAY	No activity is anticipated.

REMARKS

STATUS OF WORK:

All contract work is now complete.
Semi final report complete and submitted to Region office.

SIGNED Michael J Gardner CE55 4 Res Engr LOCATION Roseburg

Curtis H. Duval

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-7218

Oregon State Highway Division
Salem, Oregon, February 20, 1976

Federal-aid Project
No. T-5026(3)

DIAMOND LAKE BLVD.-LANE AVE. (ROSEBURG) SECTION
OAKLAND-SHADY HIGHWAY IN DOUGLAS COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 3,000.00

Type Code Y031
Traffic Signals (Diamond Lake Blvd.-Lane Ave.)

Temporary Protection and Direction of Traffic	All Required		$ 1,450.00
Temporary Signing	250 sq.ft.	4.50	1,125.00
*Flagmen	600 hours	14.00	8,400.00
Traffic Signal Installation, Complete	All Required		69,648.00
PA 1, Revise Traffic Signal Installation	Lump Sum		5,742.00
CFO 2, Permanent Pavement Striping	All Required		5,427.49
CFO 3, Permanent Signing	All Required		11,390.16
SFO 5, Install Advance Signal Ahead Sign	All Required		300.00
SFO 6, Remove Crosswalk Striping	All Required		300.00
	Subtotal		$103,782.65
	Engineering		5,589.35
	Engineering (Signal Controller Testing)		4,000.00
	Total		$113,372.00

Length of Project - - - - - 0.00 Mile

*Increase

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	City Funds
Preliminary Eng.	$ 3,000.00	$ 2,345.00	$ 327.00	$ 328.00
Traffic Signals	113,372.00	81,621.65	15,875.17	15,875.18
Totals	$116,372.00	$83,966.65	$16,202.17	$16,203.18

Group 1 - 100%

Contract No. 8114

Prefix No. 110-0603

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 5026(3)

STATE PROJECT NO.: Lane Ave.-Diamond Lake Blvd.

FROM:
G. L. Green, Division Administrator
Salem, Oregon
1-12-76

PROGRAM NO.:

ITEM NO.: T-96

COUNTY NAME: Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 13 '76
REFER TO
Julien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
1-29-75	12-15-75	Secondary Route 553	Secondary Route 234

GENERAL LOCATION:

City of Roseburg

GENERAL DESCRIPTION OF WORK:

Install advance signal ahead sign.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON [redacted] FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 1-6-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 5 in the amount of $300 - Federal Funds $240.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-12-76	C. H. Baughman Engineering Coordinator	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Form 81-734-1106

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8114

APPLYING TO CONTRACT PROJECTS

Order No. 5

Section Diamond Lake Boulevard-Lane Avenue (Roseburg) Date December 15, 19 75

Highway Oakland - Shady F.A.P. No. I-5026(3)

County Douglas Prefix 110-0603 Account No. 276-05

Description of Work To Be Done:

Install advance signal ahead symbol sign (W3-3-48) with plaque, mounted on a wood post for southbound traffic. Install Yield to pedestrian traffic for north bound traffic on existing luminaire pole. Remove speed control sign from pole no. 20 and reinstall it on wood post.

Location by Station Numbers:

500 feet northerly of Diamond Lake Boulevard - Stephens Street intersection.
300 feet southerly of Diamond Lake Boulevard - Stephens Street intersection.

APPROVED EFFECTIVE DATE 12/15/75
Contingent upon modification of project agreement if additional funds are required.
BY
TITLE Engineering Coordinator
DATE 1/12/76
FEDERAL HIGHWAY ADMINISTRATION

Estimate of Quantities and Costs:

Plaque W11-2-18-P	$ 12.00
Sign W11-28-48	71.00
Sign W3-3-48	70.00
Sign W3-3-30P	35.00
(2) Wood Post 4x4x14'	20.00
	$208.00
Equipment and Labor	90.00
TOTAL	$298.00

Explanation:

Installation will be necessary when the new signal is turned on at the described intersection. Removal and reinstallation of speed sign is necessary to reduce loading on pole #20.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 114,031.18
Present estimate of project cost, including $ 298.00 for work under this order	$ 119,165.89
Expected ~~XXXXXXX~~ over-run (amount)	$ 5,134.71
Expected ~~XXXXXXX~~ over-run (per cent)	4.5

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: Per: Construction Engineer or Bridge Engineer

Approved: Construction Engineer

BI**T0600-734

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
026(3)

STATE PROJECT NO.
Lane Ave.-Diamond Lake Blvd.

FROM:
G. L. Green, Division Administrator
Salem, Oregon 1-9-76

PROGRAM NO.

ITEM NO.
T-96

COUNTY NAME

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 13 '76
REFER TO
Julien
FOR
Info | Inves | R/D | D/R | Sign | Act | File ✓

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
1-29-75	12-16-75	FAS Route 553
		STATE ROUTE NUMBER: FAS Route 234

GENERAL LOCATION:
City of Roseburg.

GENERAL DESCRIPTION OF WORK:
Remove cross walk striping.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON [redacted] FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 1-2-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 6 in the amount of $300 - Federal Funds $270.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-9-76	Engineering Coordinator	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Form 31-734-1106

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8114

APPLYING TO CONTRACT PROJECTS

Order No. 6

Section Diamond Lake Blvd. - Lane Ave.

Date 12-13, 19 75

Highway Oakland - Sandy

County Douglas

F.A.P. No. T-5026(3)

Prefix 110-0603 Account No.

Description of Work To Be Done:

Remove existing cross walk stripping at intersection of Diamond Lake Blvd. - and Stephens St..

Location by Station Numbers: Intersection of Diamond Lake Blvd. - Stephens St.

OK 12/16/75

Estimate of Quantities and Costs: Lump Sum $300.00

APPROVED EFFECTIVE DATE 12/16/75
Contingent upon modification of project agreement if additional funds are required.
BY
TITLE Engineering Coordinator
DATE 1/12/76
FEDERAL HIGHWAY ADMINISTRATION

Explanation:

Due to revision in cross walk location it became necessary to remove cross walk stripping at the old location.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs. Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 114,031.18
Present estimate of project cost, including $ 300.00 for work under this order	$ 119,465.89
Expected under-run / over-run (amount)	$ 5,434.71
Expected under-run / over-run (per cent)	5%

Space to right of this line is for use of Salem Office

Submitted by: Curtis H. Duval
Curtis H. Duval, Resident Engineer

Approval Recommended: J. X. Wilson, Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer

SP*79402-734

8114

1³

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 8, 1976

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Diamond Lake Blvd.-Lane Ave.
Contract No. 8114
Request for Additional Authorization

An overrun of 6.7 percent, or $7,697.71, is now expected on this project. This contract covers revisions to the signal system at nine locations through the city of Roseburg on the Oakland-Shady Highway.

The main reason for this overrun is the cost of flagging. Eighty hours were set up in the contract bid quantity, but an additional 520 hours have been added by a price agreement extending the bid item. This additional flagging was considered necessary to cope with traffic rather than rely on temporary signing. Increase in this one item is $7,280. Two significant price agreement changes in the details of the signal work also amount to over $7,000 but could have been absorbed within available contingencies and reductions in other items.

This is a TOPICS project now about 90 percent completed. The overrun amount is expected to be Federal participating. Your approval of a $7,697.71 increase to a new total authorization of $121,728.89 is requested.

This matter will be on the agenda for your consideration at the January 22 meeting.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter (w/forms)
H. S. Coulter
C. T. Keasey
Vern Skoog
Alfred Shirley
Gary Sund
Jack Graham

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 5, 1976

FILE: CON 5 #8114

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Diamond Lake Blvd.-Lane Ave.
Contract No. 8114
Request for Additional Authorization

Herewith Form E-372 showing an expected 6.7 percent overrun, or $7,697.71 on this project. This contract covers revisions to the signal system at 9 locations through the City of Roseburg on the Oakland-Shady Highway.

The main reason for this overrun is the cost of flagging. Eighty hours were set up in the contract bid quantity, but an additional 520 hours have been added by a price agreement extending the bid item. This additional flagging was considered necessary to cope with traffic rather than rely just on temporary signing. Increase in this one item is $7,280. Two significant price agreement changes in the details of the signal work also amount to over $7,000, but could have been absorbed within available contingencies and reductions in other items.

The project is about 90 percent completed. As submitted from the field, this request showed no increase in engineering, but we have added 10 percent of the additional work cost as additional engineering funding, which is likely to be needed.

This is a Topics project. The overrun amount is expected to be federal participating. A rough draft letter to the Transportation Commission is attached.

We should also consider whether this should go to the new Contract Review Board. The reasons for the money increase are interesting in this respect. Price Agreements 1 and 5 in the total amount of $7,755 would exceed 10 percent of the contract amount and might therefore cause us to go to the Board. However, if we could also include in this arithmetic Price Agreement 2, which deleted certain signal work, the total of the three price agreements would be $7,039, or 9.6 percent of the contract amount. Even on this basis, as I understand the Board's rule, one more order for $700 would put us over the 10 percent. I do not believe we should have to go to the Contract Board on this project yet. It does point out the need for us to learn more about what the Board expects us to do.

JAB:fr

Att.

cc: Robert Church

RECEIVED
JAN 6 1976
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Roseburg
900 SE Douglas Avenue
Roseburg, Oregon 97470
Attention of Mr. Donald A. Bentz, Director of Public Works

Request No. (assigned by staff engineer or head of division) CC 1510

Date July 24, 1975

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

TOPICS Project T-5026(3)
Lane Avenue-Diamond Lake Boulevard Section
Oakland-Shady Highway
City of Roseburg

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit $13,200.00		
		Partial transfer of advance deposit for subject TOPICS project.		
		Contract No. 8114		
		Amount to be transferred		$11,200.00
		To be retained		$ 2,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $13,200.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
110-0603-299

Submitted by:
Gary E. Zehner
Gary E. Zehner, Urban Program Engineer

Approved: Division Engineer

Approved: Department Head or Staff Engineer

RECEIVED
COUNTY & CITY SECTION
JUL 28 1975
ENGR. COOR. DE AE UE
UPE CE RE RPE

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

STATE COPY

ORDER FOR FORCE WORK

PERFORMED BY CITY FORCES

ORDER NO. Y D L

F.A. Project No. T-[illegible] ( ) Date 5-1-[illegible]

Street Diamond Lake Blvd.-Lowe Ave.

City Roseville Prefix 110-0[illegible] Account No. 070-02

Description of work to be done:

Striping thermoplast and pavement marking with skip line

Approval Recommended as of May 13, 1975

APPROVED EFFECTIVE DATE 5/13/75
Contingent upon modification of project agreement if additional funds are required

BY [signature]
G. K. Hosmer
TITLE Dist. Engineer
DATE 7/18/75
FEDERAL HIGHWAY ADMINISTRATION

Location: Sta. to Sta. or MP to MP

0+00 to 89+00

Estimate of quantities and costs:

Striping:	4 inch beaded skip - 31,000 ft. @ $45.20/mile =	$ 291.06
	4 inch beaded C.L. - 17,000 ft. @ $30.21/mile =	290.45
	4 inch beaded shoulder - 6,000 ft. @ 71.65/mile =	22.29
Line Removal:	27,000 ft. @ 150 ft./hr. and $5.25/hour	4,578.67
Crosswalks & Islands:	1 day, 3 man crew- 4 hrs. @ $3.76/hr.	175.04
		5,427.49

Explanation:

Anticipated Item: $5,000 provided for this work in contract authorization.

* Note: Please return copy of striping plan enclosed with C.H. Duval's copy

CITY APPROVAL:

(Name) [signature]

(Title) Dir. Pub. Wks

HIGHWAY DIVISION APPROVAL:

(Name) [signature]

(Title) Constr. Engr.

STATE COPY

T

ORDER FOR FORCE WORK

PERFORMED BY CITY FORCES

Contract 8114

ORDER NO. 23

F.A. Project No. T-30 6 (3) Date 6-19-75

Street Through out City (Diamond Lake Blvd. - Lane Ave. - Project)

City Roseburg Prefix 110-0003 Account No. 276-03

Description of work to be done: Addto, revise & update city signing.

Approval recommended as of 6/10/75 JZ

APPROVED EFFECTIVE DATE 6/10/75
Contingent upon modification of project agreement if additional funds are required

BY G. K. Hossner
TITLE Dist. Engineer
DATE 7/19/75
FEDERAL HIGHWAY ADMINISTRATION

Location: Sta. to Sta. or MP to MP Through out city limits

Estimate of quantities and costs:

No Parking signs in place	70 each	$1135.50
Illumated lane use signs		562.00
*Anticipated signs and posts (see inventory attached)		777.50
Equipment		1,536.71
Labor Estimate		1,471.95
	TOTAL	$11,390.16 ≅ $11,500

Explanation:

This is an anticipated item on contract 8114. $11,500 was allotted in the contract for this work. See attached sheets for cost estimate breakdown.

RECEIVED
COUNTY & CITY SECTION
AUG 4 - 1975
ENGR. COOR. OE AE UE
UPE CE RE RPE

CITY APPROVAL:

(Name) [signature]

(Title) Dir Pub Works

HIGHWAY DIVISION APPROVAL:

(Name) [signature]

(Title) Constr. Engr.

* Sign costs are based on ODOT estimates. Actual cost to the city may vary from this amount

STATE COPY

ORDER FOR FORCE WORK

Contract 8114

PERFORMED BY CITY FORCES

ORDER NO. Y B2

Date 5-1-75

L.A. Project No. F-[illegible] ( )

Street Diamond Bar Blvd.-Lemon Ave.

City Rowland Heights Prefix 110-0[illegible] Account No. 278-02

Description of work to be done:

Striping thermoplast and pavement marker striping

Approval Recommended as of May 13, 1975

APPROVED EFFECTIVE DATE 5/13/75
Contingent upon modification of project agreement if additional funds are required

BY G. K. Hossner

TITLE Dist. Engineer

DATE 7/13/75

FEDERAL HIGHWAY ADMINISTRATION

Location: Sta. to Sta. or MP to MP

0+00 to 60+00

Estimate of quantities and costs:

Striping:	4 inch beaded skip - 34,000 ft. @ $45.20/mile =	$ 291.06
	4 inch beaded C.L. - 17,000 ft. @ $30.21/mile =	290.45
	4 inch beaded shoulder - 6,[illegible]09 ft. $71.65/mile =	22.29
Line Removal:	27,[illegible]00 ft @ 150 ft./hr. and $25.05/hour	4,578.67
Crosswalk & Islands:	1 day, 3 man crew- 4 hrs. @ $3.76/hr.	175.04
		5,427.49

Explanation:

Anticipated Item: $5,000 provided for this work in contract authorization.

* Note: Please return copy of striping plan enclosed with C.H. Duval's copy

CITY APPROVAL:

(Name) [illegible]

(Title) Dir. Pub. Wks

HIGHWAY DIVISION APPROVAL:

(Name) [illegible]

(Title) Constr. Engr.

RECEIVED
COUNTY & CITY SECTION
AUG 4 - 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8114

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE February 13, 1975

TO Alfred Shirley
~~Region~~ III Engineer

FROM L. E. George
Traffic Engineer

NOTED
E. S. HUNTER

SUBJECT Diamond Lake Blvd-
Lane Avenue (Roseburg) Section
Oakland-Shady Highway
Douglas County

It has been determined that it is in the best interest of both the City and the State that the contract for the subject projects be awarded as soon as possible. This is scheduled for this months letting.

This office will furnish you with the revised plans, special provisions and estimate as soon as possible.

Any necessary revisions or corrections for these projects should later be initiated by the Resident Engineer with the contractor by a price agreement method.

BET:cr
cc: E. S. Hunter
C. G. Swenson

RECEIVED
FEB 14 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

U. S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. T-5026(3)

STATE PROJECT NO. LANE AVE. - DIAMOND LAKE BLVD. SECTION

FROM: G. L. GREEN, DIVISION ENGINEER, SALEM, OREGON 2-4-75

PROGRAM NO.

COUNTY NAME: DOUGLAS

ITEM NO. T-96

PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
FEB 6 '75
REFER TO Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JANUARY 29, 1975	JANUARY 29, 1975	SECONDARY ROUTE 555
		STATE ROUTE NUMBER: SECONDARY ROUTE 234

GENERAL LOCATION:

CITY OF ROSEBURG

GENERAL DESCRIPTION OF WORK:

SIGNALS AT NINE INTERSECTIONS, TRAFFIC SIGNS AND PAVEMENT MARKINGS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION
- [ ] OTHER (Specify)

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [x] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

COPIES SENT

REMARKS

MR. RULIEN'S JANUARY 24, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED TITLE SHEET IS RETURNED HEREWITH.

PROJECT MANAGEMENT SECTION		
ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY	FEB - 6 1975	
FEDERAL AID		
INVENTORY-NEFOR		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

RECEIVED
FEB 6 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-4-75	Vernon G. Caldwell	DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECI

RECEIVED
COUNTY & CITY SECTION
JAN 27 1975

Budget Bureau No. 41-R2068; Approv
U.S. DEPA
BUR

MONTHLY TRANSACTION NO. 1-112

DATE SUBMITTED TO W.D. JAN 23 1975

FORM PR-9 (REV. 4-61)

1-9-75 ☐ ENGR ☐ COOR. ☑ DE ☐ AE ☐ RPE ☐ CE ☐ RE ☐ RPE ☐

REQUEST FOR APPROVAL INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)			FUTURE	YEAR	REGION	STATE NAME	ST CO
2	4 (19)(20)	City of Roseburg 21	ADT	18,500 65	28,000 (66)(70)	94 (71)(72)	10 (74)(75)	Oregon (2)	4

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER-AGR. NO.
3	P.E., Traf. Sig., Sign, Pave. Markings 28 62	(63)(65)	(66)(68)	69	70	71	72 73	74 75	T- 14 23	5026(3) 7

CARD	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME	RTE NO.	FEDERAL AID	STATE
4	TOPICS	Douglas	T & S	Various (32)	-

NAME OF URBAN AREA: Roseburg (17-31)

F.A. SYSTEM: Type II Primary & Secondary

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	
											(54)(58)	(59)(66)	(67)(76)		
1	(14-18)	18	41	42	43 - 46	53				City of Roseburg				350	P.E. all 9 interse signs, pa for left
5					PE		ITEM AS NOW PRO-GRAMED Stage 2	96	T-5026(3)	"Lane Ave.-Diamond Lake Blvd. (Roseburg)"	0.00	3,000	2,300	(City) 350	
					ROW						0.00	47,000	36,700	(City)5,150	
					CONST						0.00	50,000	39,000	5,150	
										PROJECT TOTAL	0.00	50,000	39,000	11,000	
5					PE		RE-QUESTED REVISION Stage 2	96	T-5026(3)	City of Roseburg	0.00	3,000	2,300	350	P.E. all 9 interse signs, pa for left road sig RR prepa
					ROW					"Lane Ave.-Diamond Lake Blvd. (Roseburg)"				(City) 350	
					CONST						0.00	127,200	99,450	13,875	
												(16) (23)	(24) (33)	(City)13,875	
										PROJECT TOTAL	0.00	130,200	101,750	28,450	

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days.	Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶	CODE 11	CODE 2

REASON FOR CHANGE: To include in the "Character of Proposed Work" the intertie with Pacific Co. and increase the total cost and Federal funds to reflect the latest

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: July 11, 1974	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROV
OTHER:	DATE: January 9, 1975	DATE	DATE
	SIGNATURE	SIGNATURE	SIGNATURE
	Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

RECEIVED
COUNTY & CITY SECTION
JAN 27 1975

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

N NO. 1112

FORM PR-9 (REV. 4-61)

.O. JAN 23 1975

1-9-75 ☐ ENGR ☐ COOR. ☑ OE ☐ AE ☑ PE ☐ CE ☐ RE ☐ RPE ☐

REQUEST FOR APPROVAL
INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces): City of Roseburg

ADT 18,500 — FUTURE ADT 28,000 — YEAR 94 — REGION 10 — STATE NAME: Oregon — STATE CODE 41 — APPN. CODE 077 — ITEM NO. 96

PROPOSED WORK (35 spaces): Sig., Sign, Pave. Markings

NATL. FOREST

FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL AUTH YR

PROJECT NUMBER: PREFIX LETTER(S) T- | NUMBER-AGR. NO. 5026(3)

I PROJECTS ONLY: POST MI. | DESIG.

RAL FUNDS ‡ TOPICS

COUNTY NAME: Douglas — CODE 019

AREA Roseburg

F.A. SYSTEM Type II Primary & Secondary

RTE NO. T & S — FEDERAL AID Various — STATE - — U.S. -

WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
					City of Roseburg					P.E. all phases; signals at 9 intersections, traffic signs, pavement markings for left turn lane.
PE		ITEM AS NOW PROGRAMED Stage 2	96	T-5026(3)	"Lane Ave.-Diamond Lake Blvd. (Roseburg)"	0.00	3,000	2,300	350 (City) 350	
ROW						0.00	47,000	36,700	(City) 5,150 5,150	
CONST					PROJECT TOTAL	0.00	50,000	39,000	11,000	
PE		REQUESTED REVISION Stage 2	96	T-5026(3)	City of Roseburg	0.00	3,000	2,300	350 (City) 350	P.E. all phases; signals at 9 intersections, traffic signs, pavement markings for left turn lane, railroad signal intertie incl. RR preparatory work.
ROW					"Lane Ave.-Diamond Lake Blvd. (Roseburg)"					
CONST						0.00	127,200	99,450	(City) 13,875 13,875	
					PROJECT TOTAL	0.00	130,200	101,750	28,450	

PR-9 has been submitted 7 days. Yes ☐ — CODE 11

PROJECT WITHDRAWN YES ☐ — CODE 2

REASON FOR CHANGE: To include in the "Character of Proposed Work" the intertie with the Southern Pacific Co. and increase the total cost and Federal funds to reflect the latest estimate.

tting into two or more projects. Prepare a form PR-1 for all resulting from such action.

PROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
, 1974	DATE January 9, 1975	DATE	DATE JAN 23 1975
	SIGNATURE	SIGNATURE	SIGNATURE Original Signed By VERNON V. CUSACK
	Project Management Engineer	TITLE	TITLE Engineering Coordinator

ransfer from one class of project to another, or covers joint financing, show both classes of funds involved.

USCOMM-DC 48000-P61

P THIS FORM ARE OBSOLETE AFTER 7-1-61

January 17, 1975

(date)

Mr. Don Bentz
Director of Public Works
City Hall
Roseburg, OR 97470

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Unit State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Oakland-Shady Highway (Safety/TOPICS)

Section Diamond Lake Blvd-Lane Avenue, Sign, Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
JAN 30 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

1/29/75
(date)

By Richard P Adams
Richard P. Adams, Acting City Manager

By _____
Commissioner

By _____
Commissioner

cc: Duane Ridings
Proj Mgt

PROPOSED TOPICS PROJECT

ROSEBURG, OREGON

8114

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 15, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT TOPICS Project Cancellation

There will be before you at the January 22 meeting a request from the City of Roseburg to cancel a previously approved TOPICS project and apply the funds to another approved project, as outlined on the attached summary.

I recommend your approval of this cancellation.

Att.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
L. E. George
V. E. Skoog
J. H. Versteeg
Victor Wolfe
George N. Hopkins
A. Shirley, Jr.
Gary Sund

dpy

SUMMARY, TOPICS FUNDS
Fiscal Years 1970, 1971, 1972 & 1973 Funds

CITY	SECTION	PROJECT ESTIMATE	FEDERAL SHARE	STATE SHARE
CANCELLATION OF PREVIOUSLY APPROVED PROJECT				
Roseburg	Stewart Parkway-Troost Street, Garden Valley Blvd.	$ 60,000	$47,000	$ 6,500
	TOTAL CANCELLATION	$ 60,000	$47,000	$ 6,500
INCREASE IN PREVIOUSLY APPROVED PROJECT				
Roseburg	Lane Avenue-Diamond Lake Blvd., Oakland Shady Hwy.	$110,000	$86,000	$12,000
	Amounts approved by the Oregon Transportation Commission on 2/19/74 & 3/27/74.	30,000 20,000	23,400 15,600	3,300 2,200
	TOTAL INCREASE	$ 60,000	$47,000	$ 6,500
	TOTAL	-0-	-0-	-0-

Summary By Fiscal Year (Federal TOPICS Funds)	1970 71 & 72	1973	TOTAL
Allocated Funds (Federal)	$4,153,000	$870,000	$5,023,000
Approved Funds (Federal)	4,153,000	870,000	5,023,000
Balance	--	--	--
Proposed New Projects (1/22/75)	--	--	--
Unprogramed Balance	$ --	$ --	$ --

75-a
1/13/75

CITY OF ROSEBURG
TOPICS Project Cancellation

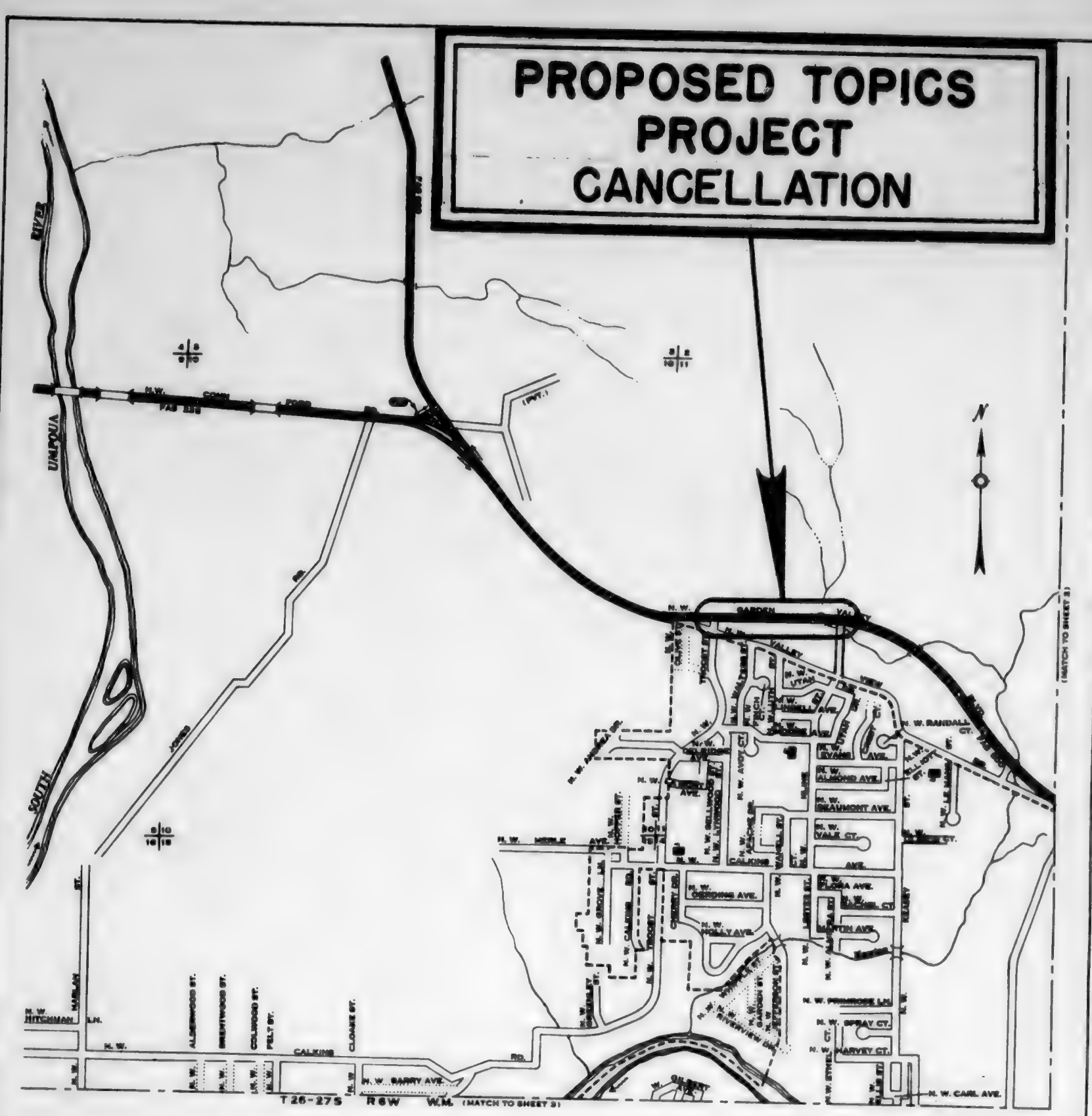
Stewart Parkway-Troost Street (Roseburg) Section, N.W. Garden Valley Boulevard (FAS 800).

Grading, paving and striping, $60,000.

This project was approved by the Transportation Commission on July 30, 1974.

The City of Roseburg has requested that this project be canceled and the TOPICS funds be applied to the Lane Avenue-Diamond Lake Boulevard project which has a higher priority ranking to the area.

PROPOSED TOPICS PROJECT CANCELLATION


UMPQUA RIVER
SOUTH UMPQUA
N.W. GARDEN VALLEY
N. W. RANDALL CT.
N. W. ALMOND AVE.
N. W. BEAUMONT AVE.
N. W. VALE CT.
N. W. FLORA AVE.
N. W. CHEROKEE AVE.
N. W. HOLLY AVE.
N. W. PRIMROSE LN.
N. W. SPRAY CT.
N. W. HARVEY CT.
N. W. CARL AVE.
N. W. HOBART AVE.
N. W. HITCHMAN LN.
N. W. HARLAN ST.
N. W. CALKINS RD.
N. W. ALDERWOOD ST.
N. W. GREENWOOD ST.
N. W. COLLEGE ST.
N. W. FELT ST.
N. W. CLOVER ST.
N. W. BARRY AVE.
T 26-27 S R 6 W W.M. (MATCH TO SHEET 3)
N

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

ROSEBURG

DOUGLAS COUNTY OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Scale in Feet

SHEET ARRANGEMENT

1	2	
3	4	5

SHEET 1 OF 5 SHEETS

Budget Bureau No. 41-R2068; Approval

U.S. DEPART
BUREA

MONTHLY TRANSACTION NO. 1-112

DATE SUBMITTED TO W.O. JAN 2 3 1975

FORM PR-9 (REV. 4-61)

1-9-75

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD 2 — REPORT NUMBER (19)(20): 4 — PROJECT LOCATION (45 typewriter spaces) (21): City of Roseburg (65) — ADT: 18,500 — FUTURE ADT (66): 28,000 — YEAR (70)(71)(72): 94 — REGION (74)(75): 10 — STATE NAME: Oregon — STATE CODE (2): 41

CARD 3 — CHARACTER OF PROPOSED WORK (35 spaces) (28): P.E., Traf. Sig., Sign, Pave. Markings (62) — NATL. FOREST (63)(65): — FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66)(68); SUPV AGCY (69); DA CLASSIF. (70); DA AREA (71); EMERG. YR. (72)(73); PL AUTH YR (74)(75) — PROJECT NUMBER: PREFIX LETTER(S) (14-23): T- — NUMBER-AGR. NO. (7): 5026(3)

CARD 4 — CLASS OF FEDERAL FUNDS [1]: TOPICS — COUNTY NAME: Douglas — NAME OF URBAN AREA (17-31): Roseburg — F.A. SYSTEM: Type II Primary & Secondary — RTE NO.: T & S — FEDERAL AID: Various — STATE (32): -

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE (43-46)	STEP (53)	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI (54)(58)	MILES (59)(66)	TOTAL COST (67)(76)	FEDERAL FUNDS	STATE FUNDS	CHA PROP
1	(1)(8)	18	41	42						City of Roseburg				350	P.E. all ph
5					PE		ITEM AS NOW PROGRAMED Stage 2	96	T-5026(3)	"Lane Ave.-Diamond Lake Blvd. (Roseburg)"	0.00	3,000	2,300	(City) 350	9 intersect signs, pave
					ROW									(City) 5,150	for left tu
					CONST						0.00	47,000	36,700	5,150	
										PROJECT TOTAL	0.00	50,000	39,000	11,000	
5	1-9-75				PE		REQUESTED REVISION Stage 2	96	T-5026(3)	City of Roseburg	0.00	3,000	2,300	350	P.E. all ph
					ROW					"Lane Ave.-Diamond Lake Blvd. (Roseburg)"				(City) 350	9 intersect signs, pave for left tu
					CONST						0.00	127,200	99,450	13,875	road signa
												(16) (23)	(24) (33)	(City) 13,875	RR prepara
										PROJECT TOTAL	0.00	130,200	101,750	28,450	

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ — PROJECT WITHDRAWN YES ☐

CARD 1 — COLUMN 14 ⟶ CODE 11 — CODE 2

REASON FOR CHANGE: To include in the "Character of Proposed Work" the intertie with t
Pacific Co. and increase the total cost and Federal funds to reflect the latest es

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: July 11, 1974	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
OTHER:	DATE: January 9, 1975	DATE	DATE
	SIGNATURE	SIGNATURE	SIGNATURE: Orig
	Project Management Engineer	TITLE	TITLE: VE Engine

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-81

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ION NO. 1-112

FORM PR-9 (REV. 6-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

W.O. JAN 2 3 1975

1-9-75

ER	PROJECT LOCATION (45 typewriter spaces)			FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
(20)	21 City of Roseburg 65	ADT	18,500	28,000 (66) (70)	94 (71) (72)	10 (74) (75)	Oregon	41 (2) (3)	077 4 6	96 (14) (16)

F PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER-AGR. NO.	I PROJECTS ONLY: POST MI.	DESIG.
f. Sig., Sign, Pave. Markings 62	(63) (65)	(66) (68)	69	70	71	72 73	74 75	T- 14 23	5026(3) 7 13	(24) (26)	27

DERAL FUNDS		COUNTY NAME	CODE
TOPICS		Douglas	019 14 16

AN AREA	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
Roseburg	Type II Primary & Secondary	T & S	Various (32)	- (36) (37)	- (41)

COUNT	WORK TYPE	WORK G.I.	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
							(54) (58)	(59) (66)	(67) (76)		
42	43 - 46	53				City of Roseburg					P.E. all phases; signals at 9 intersections, traffic signs, pavement markings for left turn lane.
	PE		ITEM AS NOW PROGRAMED	96	T-5026(3)		0.00	3,000	2,300	350	
						"Lane Ave.-Diamond Lake Blvd. (Roseburg)"				(City) 350	
	ROW		Stage 2							(City) 5,150	
	CONST						0.00	47,000	36,700	5,150	
						PROJECT TOTAL	0.00	50,000	39,000	11,000	
	PE		REQUESTED REVISION	96	T-5026(3)	City of Roseburg	0.00	3,000	2,300	350	P.E. all phases; signals at 9 intersections, traffic signs, pavement markings for left turn lane, railroad signal intertie incl. RR preparatory work.
	ROW					"Lane Ave.-Diamond Lake Blvd. (Roseburg)"				(City) 350	
	CONST		Stage 2				0.00	127,200	99,450	13,875	
								(16) (23)	(24) (33)	(City) 13,875	
						PROJECT TOTAL	0.00	130,200	101,750	28,450	

or PR-9 has been submitted Yes ☐ PROJECT WITHDRAWN YES ☐
st 7 days. CODE 11 CODE 2

REASON FOR CHANGE: To include in the "Character of Proposed Work" the intertie with the Southern Pacific Co. and increase the total cost and Federal funds to reflect the latest estimate.

splitting into two or more projects. Prepare a form PR-1 for all cts resulting from such action.

APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
11, 1974	DATE January 9, 1975	DATE	DATE JAN 23 1975
	SIGNATURE	SIGNATURE	SIGNATURE Original Signed By VERNON V. CUSACK
	Project Management Engineer	TITLE	TITLE Engineering Coordinator

NOTED D. E. SWAN

es transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

S OF THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48988-P61

T

cc: TRAFFIC
CONSTRUCTION
ROAD DESIGN
REGION 3

RECEIVED
COUNTY & CITY SECTION
JAN 7 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Salvage of Existing Materials
TOPICS Federal Aid Project No. T-5026(3)
Project Name: Lane Ave.-Diamond Lake Blvd.
Oakland Shady Highway

Gentlemen:

Regarding the salvage of the existing traffic control signal equipment and hardware and any other items being replaced as a part of subject project, we hereby indicate our desire by checking one of the following squares and agree to the condition thereof:

☐ We do not wish to salvage any materials and these items will become the property of the contractor upon removal.

☑ We do wish to have these materials salvaged* and request that the contractor be directed to stockpile these items at ROSEBURG CITY SHOPS. We agree that any items that have value for re-use will be retained for use on public streets within the City OR if any items are sold to others for re-use we agree to notify the State of such transaction so that the subject Federal Aid project may be credited in the amount received.

Signed at Roseburg, Oregon, this 3rd day of January, 19 75."

CITY OF ROSEBURG

By M. R. Wyatt
Title Mayor

By Richard P. Adams
Title City Recorder

* If the cost of the original installation was shared by State and City, the salvage shall be shared on the same basis.

3/16/71

cc: R/W
CONSTRUCTION
ROAD DESIGN
REGION 3

RECEIVED
COUNTY & CITY SECTION
JAN 7 1975
☑ ENGR. ☐ CGOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

OREGON STATE HIGHWAY DIVISION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

SUBJECT: Federal Aid Project No. S-5026(3)

Project Name Lane Ave.-Diamond Lake Blvd. Sec.
Oakland Shady Highway

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

   ☒ Additional right-of-way will not be required for this project.

   ☒ There has been no displacement of persons from residences, farms, or businesses; or

   ☒ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

   ☒ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Roseburg, Oregon,

this 3rd day of January, 19 75.

City of Roseburg

M.R. Wyatt
Mayor M.R. Wyatt

Richard P. Adams
Recorder Richard P. Adams

R/W File No. _____

FORM 81.734.3030

$5,100 fed f... for T-... (3)

2 allen

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: TRA 13

Roseburg, Oregon

December 17, 1974

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: MEMO TO FILE

SUBJECT: Meeting with Douglas County and City of Roseburg Regarding TOPICS Project--Garden Valley Boulevard from Stewart Parkway to Troost Street

The Traffic Section in Salem contacted Mr. Kipp Osborn, Regional Traffic Engineer, and advised that the Roseburg TOPICS project for traffic signal upgrading on Stephens Street from Lane to Diamond Lake Boulevard had increased in estimated cost some $40,000-plus from the initial estimate of $50,000.

As there was an active question as to whether or not the subject Douglas County project would be constructed, it was decided to suggest a meeting to determine current thinking.

A luncheon meeting was held Monday, December 16, 1974, with Mr. George Grubb, Douglas County Engineer, Mr. Donald Bentz, Roseburg Director of Public Works, Mr. Osborn and the writer. Mr. Tom Lowe, FHWA Area Engineer, and Mr. Abe Wong, FHWA trainee, also attended.

It was explained to Mr. Grubb that the reason for the meeting was twofold: One, that the City signal project had nearly doubled in cost and secondly, we had decided to go along with the County's base design if they elected to pursue the Garden Valley Boulevard TOPICS project. As no additional TOPICS funds are available, a decision had to be made.

Mr. Grubb wished to drop the Garden Valley Boulevard project and allow the funds to be applied to the signal upgrading project overrun. Mr. Grubb was to write this office a letter so stating.

The County stated that they would accomplish the work on Garden Valley Boulevard in the next two or three years with County funds.

GLC/dt

cc: L. W. Rulien ✓
L. E. George
Tom Lowe

RECEIVED
DEC 23 1974
PROJECT DEVELOPMENT SECTION

Sent via Hunting 12-23-74 /R

BEN GIFFORD

NOTED
D. E. SWAN

U. S. DEPARTMENT OF TRANSPORTATI | FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FE AL AID PROJECT NO.
T-5026(3)

STATE PROJECT NO.
LANE AVENUE - DIAMOND LAKE BLVD. SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON
12-2-74

PROGRAM NO.

ITEM NO.
T-96

COUNTY NAME
DOUGLAS

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

R ER TO
Hunter
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	NOVEMBER 26, 1974	SECONDARY ROUTE 553	OAKLAND-SHADY HIGHWAY-SECONDARY ROUTE 234

GENERAL LOCATION:
CITY OF ROSEBURG

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [X] PREPARATION

- [X] OTHER (Specify)
  LOCATION/DESIGN APPROVAL

- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

AS REQUESTED IN MR. RULIEN'S NOVEMBER 15, 1974 LETTER WE CONCUR THAT THE TIMESAVING PROCEDURES ENUMERATED IN VOL. 6, CHAP. 8, SECTION 2, PARAGRAPH 5c OF THE FEDERAL-AID HIGHWAY PROGRAM MANUAL APPLIES TO THIS PROJECT. LOCATION/DESIGN APPROVAL FOR THE SUBJECT PROJECT IS HEREBY GRANTED.

RECEIVED
DEC 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-2-74	Glenn L. Green	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

November 6, 1974

FILE: LOC 17
Case File

FROM: KIPP D. OSBORN
Regional Traffic Engineer

TO: L. E. George
Traffic Engineer, Salem

SUBJECT: Lane Avenue-Diamond Lake Blvd.
TOPICS T-5026(3)
Roseburg, Douglas County

ELEC. MAINT

Attached is a cost estimate prepared by the City of Roseburg for the sign inventory to be conducted under the subject project.

KDO/dt
Attachment

cc: H. S. Cox

It is up to Traffic to reply but this is a lot more than orig.!!

Personnel = $ 5,300 - ?
Installation = 6,000
$11,300

RECEIVED
COUNTY & CITY SECTION
NOV 8 - 1974
ENGR. GOOR. DE AE UE
UPE CE RE RPE

rtment of Public Works

Telephone 503/672-7701
Ext. 33

CITY OF ROSEBURG

900 S.E. Douglas Avenue
ROSEBURG, OREGON 97470

November 4, 1974

Mr. Alfred Shirley, Jr.
Regional Engineer
Department of Transportation
Highway Division
P. O. Box 1128
Roseburg, Oregon

Dear Mr. Shirley:

As requested I have itemized below an estimate of cost for the sign inventory of the City of Roseburg to be conducted by City of Roseburg staff under the direction of the Oregon State Highway Department. Costs shown are exclusive of State costs.

PERSONNEL

Inventory

Public Works Director	10% of time	2 mo. @	$1508/mo.	$ 301.60
City Engineer	5% of time	2 mo. @	1129/mo.	112.90
Traffic Technician	100% of time	2 mo. @	849/mo.	1,698.00
Secretary (typing of reports)	50% of time	2 mo. @	632/mo.	632.00
Sign Maintenance Man (driver)	100% of time	2 mo. @	680/mo.	1,360.00
		Sub Total		$4,104.50
		Benefits (28.99%)		1,189.89
		Total Personnel		$5,294.39

UPGRADING

Installation and upgrading of traffic signs per National Manual on Uniform Traffic Control Devices — 6,000.00

TOTAL $11,294.39

Yours very truly,

Donald A. Bentz
Director of Public Works

DAB:dw

8114.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 2, 1974

TO Glen Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Lane Avenue-Diamond Lake Blvd.
TOPICS T-5026(3)
Roseburg, Douglas County

This negative declaration precedes our request for location and design approval of the Federal-aid TOPICS project.

LOCATION AND DESCRIPTION OF PROJECT: This project is located within the city of Roseburg, Douglas County, Oregon. The project is to consist of the actions listed below.

1. Revising substandard traffic signals by providing two signal heads for each approach and installing twelve-inch red lenses on signals located at the following streets:

   Stephens Street and Lane Avenue
   Stephens Street and Cass Avenue
   Stephens Street and Oak Avenue
   Stephens Street and Washington Avenue
   Stephens Street and Douglas Avenue
   Pine Street and Washington Avenue
   Pine Street and Oak Avenue
   Pine Street and Lane Avenue

2. Replacing traffic signal poles with span wires, revising loop detectors, and installing a three-phase controller at Stephens Street and Diamond Lake Boulevard.

3. Restriping Diamond Lake Boulevard from the Jackson-Winchester Street intersection east to the city limits.

4. Updating all traffic signing within the city to conform with the national Manual on Uniform Traffic Control Devices, as adopted by the Oregon State Highway Commission. This update includes the installation of symbolic signs, the upgrading of all "SCHOOL" and "SCHOOL CROSSING" signs, and the installation of curve and turn signs with advisory speed plaques where needed.

PURPOSE OF THE PROJECT — The purpose of this project is to increase the safety and mobility of vehicular and pedestrian traffic within the city of Roseburg. Traffic safety will be enhanced through the greater visibility of the revised traffic signals and updated traffic signs. Greater traffic mobility will be afforded by the installation of the three-phase controller at Stephens and Diamond Lake Boulevard, and the restriping of Diamond Lake Boulevard.

EXISTING ENVIRONMENTAL SETTING — Stephens Street, one-way northbound, and Pine Street, one-way southbound, are the only major north-south thoroughfares in Roseburg other than I-5 and traverse the central business district. Present signalization at the project intersections is outdated and does not meet current safety standards.

Congestion and the need for improved traffic safety require revision of the traffic signals at the intersection of Stephens Street and Diamond Lake Boulevard. Currently, the movement of traffic from southbound on Stephens to eastbound on Diamond Lake conflicts with northbound traffic on Stephens, resulting in congestion due to the delay of turning vehicles and many "near-miss" accidents. Between September, 1971 and September, 1973, seven collisions involving a northbound and a south-to-east turning vehicle occurred in the intersection. Based on a sixteen-hour traffic count between 6 a.m. and 10 p.m., there were 1,368 vehicles turning east onto Diamond Lake Boulevard from southbound on Stephens, and 7,979 vehicles passing through the intersection northbound.

The two traffic signal poles at this intersection stand in the paved roadway. Each has been struck by vehicles, one having been knocked down twice.

Land use along Diamond Lake Boulevard, from the Jackson-Winchester Street intersection east to the city limits, is almost entirely commercial. Traffic volumes range from 12,500 vehicles per day near Atlanta Street, on the west, to 5,500 vehicles per day near the east city limits. Between January 1, 1968, and October 31, 1971 (but including only eight months of 1969), there were a total of 43 reported accidents, in which 12 persons were injured, on the section from Atlanta Street to the east city limits.

Twenty-three of these accidents occurred at intersections, and 20 occurred at non-intersection locations. The predominant type of collision, of which there were 10, were rear-end collisions. Currently, parking is permitted on both sides of the street.

Traffic signing in Roseburg is sub-standard, as many signs have not yet been brought up to standards adopted by the Oregon State Highway Commission.

DISCUSSION OF ENVIRONMENTAL IMPACTS

Revision of the traffic signals along Stephens Street and Pine Street will enhance their visibility and should result in decreased numbers of rear-end and angle collisions. Replacing the signal poles with span wires at the Stephens Street-Diamond Lake Boulevard intersection will remove obstacles from the roadway.

The improved control of traffic to be afforded by the three-phase signal controller, which will provide for three free traffic movements, should decrease the number of rear-end and angle collisions occurring at the intersection. The installation of a continuous two-way left-turn lane along Diamond Lake Boulevard would decrease the frequency of turning and rear-end collisions. Because of the numerous roadside businesses in the area, a continuous two-way left-turn lane would be more appropriate than left-turn refuges. This project will require that parking be prohibited on both sides of Diamond Lake Boulevard from Atlanta Street to the east city limits, except for a section near Rifle Range Road where the road width is sufficient to permit parking. Since most of the commercial establishments along this road presently have off-street parking, the prohibition of street parking should not have a significant effect.

Updating the traffic signs within the city to conform with the national Manual on Uniform Traffic Control Devices would bring the signing up to current Oregon State Highway Commission standards.

No additional right-of-way is required for this project. Land use, air quality, and noise levels will not be affected by the proposed change.

Under the provisions of Federal Highway Administration Instructional Memorandum 50-1-70, paragraph 2(a), and by agreement with the state, this project is of a type that is exempt from A-95 review. Therefore, a Notice of Intent will not be submitted to the State Clearinghouse.

BASIS FOR NEGATIVE DECLARATION

It is the conclusion of the Oregon State Highway Division that this proposal does not constitute a "major action" as defined in Policy and Procedure Memorandum 90-1 in that the project will not change traffic patterns or volumes, affect existing or planned land use, or have significant adverse effects upon the social or natural environment.

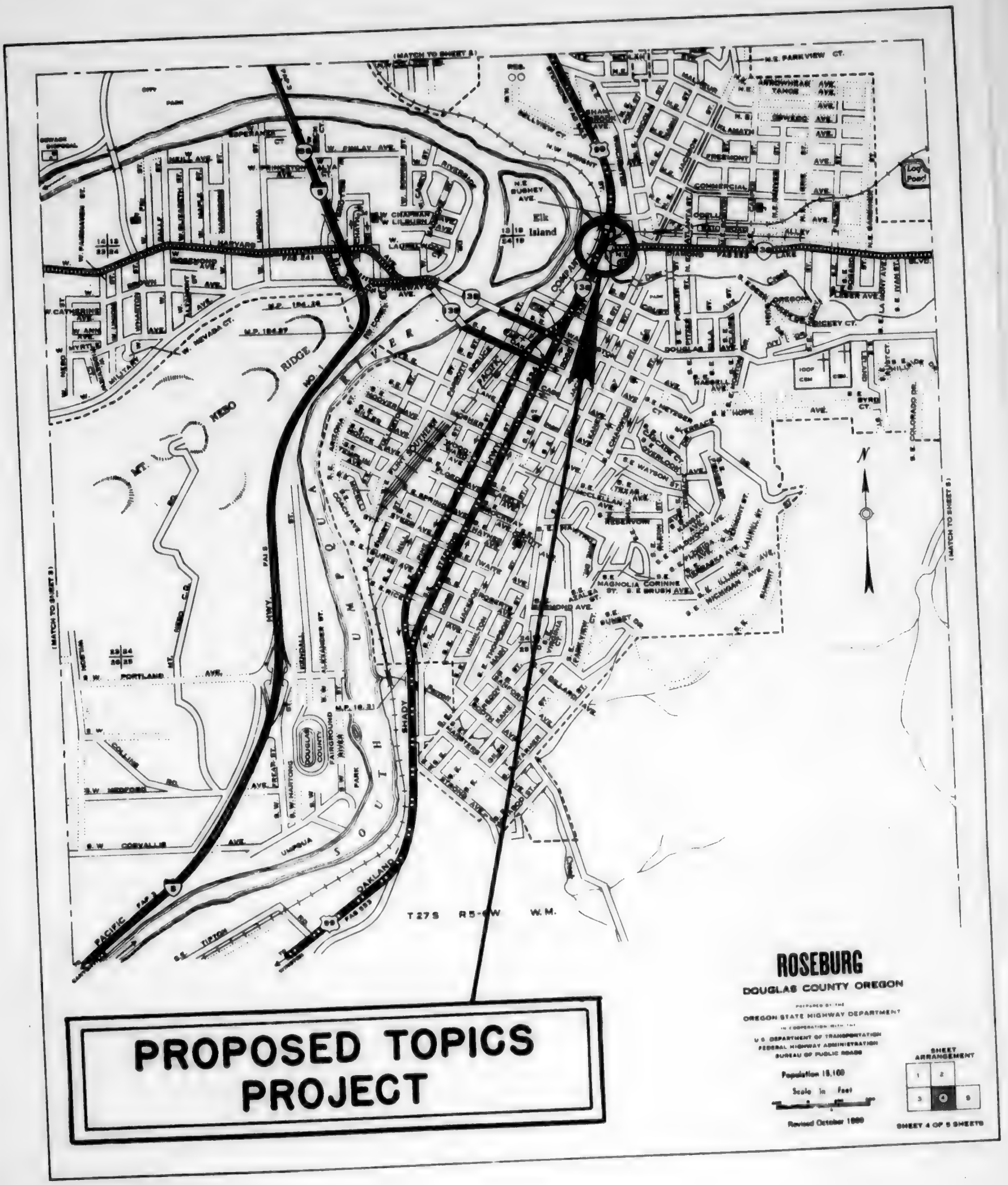
Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Conur _____ Date OCT 21 1974
for Division Engineer

JRT:ss

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. W. Rulien
A. Shirley, Jr.
Gary Zehner



PROPOSED TOPICS PROJECT

ROSEBURG

DOUGLAS COUNTY OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 15,100

Scale in Feet

Revised October 1966

SHEET ARRANGEMENT

1	2
3	4

SHEET 4 OF 5 SHEETS

FORM 6.30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE September 24, 1974

TO L. W. Rulien
Project Management Engineer
PROJECT MANAGEMENT SECTION

FROM L. E. George
Traffic Engineer

RECEIVED
COUNTY & CITY SECTION
SEP 24 1974
ENGR. COOR. UE AE UE
UPE CE RE RPE

SUBJECT Traffic Signal Installation
Oregon Coast Hwy. @ Hemlock St.
(Waldport) Section
US101 - Lincoln County

Rescheduling of Signal Projects

The above project should be added to the November 21, 1974 bid schedule. It is a Minor Betterment project with an estimated cost of $34,000.

There are five TOPICS projects and one bond project scheduled for the November 21, 1974 bid schedule. The only project with Federal design approval that has been completed is the Pacific Highway East at Gloucester Street (Gladstone) Section signal. This can be left on the November letting. The signal for the Birch Avenue-Crater Lake Highway (Medford) Section will be ready for the November letting also. All of the other projects should be rescheduled as follows:

December 19, 1974

1. Main Street - Hawthorne Street (Forest Grove) Section
2. Rogue Valley Highway @ Valley View Road Section

January 30, 1975

1. Lane Avenue - Diamond Lake Boulevard (Roseburg) Section
2. Biddle Road & Barnett Road @ I-5 northbound ramps (Medford) Section

WRZ:kw
cc: Ben Gifford
C. G. Swenson
Gary Zehner

NEGATIVE DECLARATION

This negative declaration is to accompany our request for approval of a Federal Aid TOPICS project within the City of Roseburg.

DESCRIPTION OF PROJECT

The project includes a sign inventory and upgrading throughout the City. Revision of traffic signals within the City by installation of 12" red lens on signals located at Stephens and Lane, Stephens at Cass, Stephens at Oak, Stephens at Washington, Stephens at Douglas, Pine at Washington, Pine at Oak, Pine at Lane, ~~Harvard at Stewart Park~~. Installation of one-way and lane-use signs and an intertie with the railroad and signals at Pine at Washington and Pine at Oak are also included, together with addition of a new phase and elimination of all poles now in roadway at the Diamond Lake-Stephens Street intersection. Restriping and signing of Diamond Lake Boulevard to provide a center two-way left turn lane. The signal on Garden Valley Boulevard at Walnut Street is to be up-graded with a new controller and converted to a two-phase fully activated signal.

No additional right-of-way will be required for this project.

PURPOSE OF PROJECT

This project is needed to increase safety and mobility of tourists and pedestrians within the City. The upgrading of traffic signals, making them more visible directly relates to safety. The intertie of signals with Diamond Lake Boulevard eliminates traffic congestion we now experience. Installation of one-way and/or lane use signs next to traffic signals helps direct motorists. The signal revision at Diamond Lake Boulevard and Stephens will eliminate the safety problems at this intersection by removing all obstacles within the roadway. It will provide an independent phase for the north to east traffic which now faces a conflict with the northbound traffic, thus causing many "near miss" accidents as well as motorist's disregard of the signal. The restriping of Diamond Lake Boulevard will provide a center left turn lane and reduce the "rear end" collisions and safety problems we now experience on this street. The installation of a new controller at the signal on Garden Valley at Walnut will provide greater flexibility for this signal, together increasing the safety standards for the school children using this crossing to attend the school adjacent thereto. The sign inventory and upgrading of the entire City will provide us with better signing and is proposed in an effort to bring our signs into conformance with the new Uniform Manual of Traffic Control Devices.

EXISTING ENVIRONMENTAL SETTING

All work proposed under this project is within the City limits of Roseburg. Traffic movements will be benefited with the elimination of delays, installation of better signals, and the upgrading of signing and striping. No significant traffic rerouting is projected. There will be a significant increase in traffic safety and a minimal increase in adjacent properties and conditions surrounding the project. There is no additional right-of-way required.

In review of the preceeding facts, it is conclusive that very little impact will be realized as a result of this project. The project will not increase traffic flows above their normal rate of increase and will have no effect on adjacent businesses. No noise or pollutant problems will be realized. The project includes no significant change in traffic or pedestrian pattern.

Your concurrence is requested.

Env. Sect. should review

RECEIVED
COUNTY & CITY SECTION
AUG 15 1974
☑ ENGR. ☑ COOR. ☐ UE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Roseburg T

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 15, 1974

In reply refer to: 1041EC.2

SUBJECT: Oregon Project T-5026(3)
Lane Avenue-Diamond Lake Blvd. Sec.

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
AUG 20 1974
PROJ. ☑ COOR. ☑ OE ☐ AE ■ UE
UPE ☐ CE ☐ RE ☐ RPE ☐

As requested in Mr. Rulien's August 2 letter it has been determined to be in the public interest for the city of Roseburg to conduct with their own forces the surveys necessary to identify those sites involved in the citywide update of traffic signs as programed under the subject project. The estimated cost is $816.50.

The city should be cautioned, however, that only obsolete signs may be replaced under this project. The replacement of merely damaged signs is considered a maintenance operation and therefore not eligible for Federal-aid.

G. L. Green

NOTED
A. E. JOHNSON

Cpt/R

5-7-75
cc to Glen Clark
with Aug. 2 letter.
DEB

NOTED
R. L. SCHROEDER

RECEIVED
AUG 19 1974
Office of
Assistant State Highway Engineer

RECEIVED
PROJECT MANAGEMENT SECTION
AUG 20 1974

RECEIVED
STATE HWY ENGR
AUG 16 '74
REFER TO
FOR
file

8114

August 2, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Project No. T-5026(3)
Lane Ave.-Diamond Lake Blvd. Sec.

We hereby request your approval to include in the preliminary engineering phase of the subject project the use of a city-owned vehicle and driver at an estimated cost of $816.50, to assist in the city-wide inventory of existing signs on the Federal-aid System within the city.

The city of Roseburg has requested that they be allowed to provide the vehicle and driver since they have a qualified employee who has worked with city signing for five years and is familiar with the city streets. It is felt considerable time can be saved in performing this sign inventory by this method since the city employee is familiar with the streets and signs and can be a valuable aid in both locating and identifying the signs.

No increase in the estimated total cost or Federal Funds as presently programed and authorized for preliminary engineering is anticipated at this time for the use of a city vehicle and driver.

CPL:bb
cc: D. E. Swan

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE July 31, 1974

TO Virgil Wilson
Regional R/W Supervisor

FROM John R. Oakes
Asst. Right of Way Engineer

SUBJECT City of Roseburg TOPICS Project
Lane Ave.-Diamond Lake Blvd. Section
Douglas County

The State has completed an agreement with the City of Roseburg for the above TOPICS Project.

In this agreement the State is to purchase any right of way necessary on the State highway and the City is to purchase any right of way necessary not on the State highway.

If the City does have to purchase any right of way it will be necessary that they fully comply with Public Law 91-646, the Relocation Law. Please refer to Mr. Boyd's Right of Way Procedures number 4 recently published.

Public Law 91-646 requires compliance with Titles 2 and 3 on the purchase of any rights in real property that will be incorporated into a Federal or Federal Aid project.

Please discuss this with the proper officials of the City of Roseburg and give them any help they require in complying with this law. Inform them that if the Federal Highway Administration is not satisfied that they have fully complied with this law they can eleminate this project from all Federal Aid, right of way or construction.

JRO:bm

cc H. S. Cox

RECEIVED
COUNTY & CITY SECTION
JUL 31 1974
ENGR. COOR. CE AE UE
UPE CE RE RPE

8114

July 29, 1974

City of Roseburg
City Hall
Roseburg, OR 97470

Attention: Richard P. Adams
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5016

Gentlemen:

Attached for your records is a fully executed copy of a TOPICS agreement concerning the Lane Avenue-Diamond Lake Boulevard Section on the Oakland-Shady Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox (agree. att.)

Department of Public Works

Telephone 503/672-7701
Ext. 33

CITY OF ROSEBURG

900 S.E. Douglas Avenue
ROSEBURG, OREGON 97470

July 22, 1974

Mr. Gary E. Zehner
Urban Program Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon

Re: TOPICS Project T-5026(3)

Dear Mr. Zehner:

I am in receipt of your letter of July 19, 1974, requesting an environmental impact statement on the Lane Avenue-Diamond Lake Blvd. Section of the Oakland-Shady Highway TOPICS Project T-5026(3). In reviewing your sample letters, I find that the projects listed therein are also within the City limits of other cities in Oregon (Lake Oswego, Grants Pass, etc.) and yet the report was made by the Highway Division. Furthermore, since the Highway Division is responsible for the engineering aspect of this project, I feel it only pertinenet that they also do the impact statement.

Your consideration of this request will be appreciated.

Yours very truly,

Donald A. Bentz
Director of Public Works

DAB:dw

7-31-74
called Don Bentz & told him est. policy was City prepare pre. N.D., State reviews, revise, & final N.D. submitted to FHWA for approval. He thought City should get pe. for this but said he would write N.D. for this & stewart Pkwy-Transit St. Jobs YEZ.

RECEIVED
COUNTY & CITY SECTION
JUL 24 1974
☑ ENGR. ☑ COOR. ☑ UE ☑ AE ☐ UE
☑ DPE ☑ CE ☑ RE ☒ DPE ☐

Timber Capital of the Nation

T-74

TRANSACTION NUMBER 7-24

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 7-11-74

BY (Signature): L. W. RULIEN'S JULY 8, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 96 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
96	T-5026(3)	0.0	50,000	39,000	LANE AVE - DIAMOND LAKE BLVD (ROSEBURG) SECTION DOUGLAS COUNTY-STATE OF OREGON.	PRELIMINARY ENGINEERING, TRAFFIC SIGNALS SIGNING AND PAVEMENT MARKING.

7-12-74

RECEIVED
STATE HWY ENGR
JUL 16 '74
REFER TO
FOR
INFO | SIGN | FILE | APPR | RTN

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN DESIGN APPROVAL.

cc: GARY ZENDER

RECOMMENDED

DATE: 7-11-74

SIGNATURE AND TITLE: E. Hunter, ASSISTANT STATE HIGHWAY ENGINEER

DATE: 7-11-74

APPROVED

SIGNATURE AND TITLE: [illegible] for B. V. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM FH-45
(Rev. 8-71)

Budget Bureau No. 41-R2067; Approv

U.S. DEPART
BURE

MONTHLY TRANSACTION NO. 7-24

DATE SUBMITTED TO H.Q. JUL 11 1974

FORM PR-1 (REV. 4-61) July 8, 1974

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2 — REPORT NUMBER: 1 (18) (20) 21 — PROJECT LOCATION (45 typewriter spaces): City of Roseburg 68

ADT — PRESENT: 18,500* — FUTURE: 28,000* — YEAR: 94 (70) (71) (72) — REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): P.E., Traf. Signals, Sign, Pave. Markings 26 62 — NATL. FOREST (63) (68) — FA ROUTE NO. — RURAL AREA — FA CLASS. — FA SYSTEM — EMERG. YR. 6 3 (72) (73) — PL. AUTH YR (74) (78)

PROJECT NUMBER: PREFIX LETTER (8): T- — NUMBER: 5026 — SEQ.

CARD — CLASS OF FEDERAL FUNDS: TOPICS — COUNTY NAME: Douglas — CODE: 019 (114) (116)

NAME OF URBAN AREA: Roseburg 17-31 — ROUTE NO. T S — FEDERAL-AID: Various — STATE (82) -- (86) (87) — U.S. -- (41)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-18)	(19)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5	10			1	PE	3	City of Roseburg	0.0	3,000	2,300	350	350 (City)
5					ROW							
5	30			3	CONST (CODE) Y002 Y031 Y103	3	"Lane Ave.-Diamond Lake Blvd. (Roseburg) Sec."	0.0	47,000	36,700	5,150	5,150 (City)
							PROJECT TOTALS	0.0	50,000	39,000	5,500	5,500 (City)

(116) (23) (24) (39) REMARKS

RECEIVED
COUNTY & CITY SECTION
JUL 16 1974
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

CARD 1 — CODE 1 — PREPARED BY

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

JUL 11 1974

FHWA OREGON DIVISION

* ADT: Count entering intersection of Stephens St. (FAS 553) at Diamond Lake Blvd. (FAS 253).

Budget Bureau No. 41-R2067; Approval Expires February 28, [illegible]

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

7-24

JUL 11 1974

FORM PR-1 (REV. 4-61)

July 8, 1974

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)

City of Roseburg

ADT: PRESENT 18,500* | FUTURE 28,000* | YEAR 94

REGION 10

STATE NAME: Oregon — STATE CODE 41

APPN CODE 077 | ITEM NO. 96

PROJECT NUMBER: PREFIX LETTER(S) T- | NUMBER 5026 | SEQ. NO. (3)

I. Projects Only: POST MI. | DESIG.

EMERG. YR. 6.3 | PL. AUTH YR.

DESCRIPTION OF WORK (35 typewriter spaces): gnals, Sign,

NATL. FOREST

US ROUTE NO.

STATE HWY. NO. | CLASS | SYSTEM

FUNDS: TOPICS

COUNTY NAME: Douglas — CODE 019

ROUTE NO. T S | FEDERAL-AID: Various | STATE: -- | U.S.: --

PROGRAM STAGE: [ ] 1 OR [XX] 2

Roseburg

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE	3	City of Roseburg	0.0	3,000	2,300	350	350 (City)	P.E. all phases; Upgrade existing traffic control signals at 9 intersections. Update traffic signs. Replace pavement markings on Diamond Lake Blvd. to provide continuous left turn lane.
ROW								
CONST (CODE) Y002 Y031 Y103	3	"Lane Ave.-Diamond Lake Blvd. (Roseburg) Sec."	0.0	47,000	36,700	5,150	5,150 (City)	ROW 60 min.; Access control-none; Parking restrictions-none.
		PROJECT TOTALS	0.0	50,000	39,000	5,500	5,500 (City)	

RECEIVED
COUNTY & CITY SECTION
JUL 16 1974
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

D BY

REMARKS

M APPROVAL DATES

1 1974

GON DIVISION

* ADT: Count entering intersection of Stephens St. (FAS 553) at Diamond Lake Blvd. (FAS 253).

USCOMM BUSCOMM-DC 48000-P61

LANE AVE.-DIAMOND LAKE BLVD. (ROSEBURG) SEC.
PROJECT NO. T-5026(3)

Existing Facilities: Traffic control signals at the following 9 intersections.

1. Stephens St. (FAS 553-N. Bd.) at Lane Ave.
2. Stephens St. (FAS 553-N. Bd.) at Coss Ave.
3. Stephens St. (FAS 553-N. Bd.) at Oak Ave.
4. Stephens St. (FAS 553-N. Bd.) at Washington Ave.
5. Stephens St. (FAS 553) at Douglas Ave.
6. Stephens St. (FAS 553) at Diamond Lake Blvd. (FAS 253)
7. Pine St. (FAS 553-S. Bd.) at Lane Ave.
8. Pine St. (FAS 553-S. Bd.) at Oak Ave.
9. Pine St. (FAS 553-S. Bd.) at Washington Ave.

Note: FAS 553 is a couplet south of intersection no. 5 and 6.

Project Data: The proposed project consists of the following:

a. All phases of preliminary engineering.
b. Upgrading the existing traffic control signal installation at the preceding listed nine intersections to conform to the standards set forth in the Manual on Uniform Traffic Control Devices. Intersection No. 6 also requires revision of loop detectors and installation of a three-phase controller.
c. Update traffic signs citywide, where necessary to conform to the standards set forth in the Manual on Uniform Traffic Control Devices, on streets and roads on the Federal-aid Secondary and Primary Type II Systems.
d. Replace pavement markings on Diamond Lake Blvd. to provide a continuous left turn lane.

Note: It is the present intention to accomplish the work listed c. and d. by City Forces. Justification to perform this work by City Forces will be submitted as a separate action.

Additional Right-of Way: None required.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

Note: Roseburg Municipal Airport is inside the city limits and lies within two miles of most of the project, but the proposed work will not cause any conflict with the operation of the airport.

PPM 90-1 Requirements: Environmental statement will be submitted in compliance with the requirements of PPM 90-1.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 6 Clearinghouse A-95 review under working agreements dated April 28, 1970 and May 28, 1971, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Maintenance of Traffic Operations Improvements: A city-state agreement covering maintenance obligations will be prepared to comply with paragraph 9 of PPM 21-18.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A state-city agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37:

a. Preliminary Engineering

Field Work- - - - - - - - - - - - - - - - -	$1,500
PS & E Prep - - - - - - - - - - - - - - - -	1,500
Total	$3,000

b. 95% of project is on FA Secondary System.
5% of project is on FAP Type II System.

Note: The project is in Congressional District No. 4.

SALEM, OREGON
July 10, 1974

TO: Mr. L. W. Rulien
Project Management Engineer
B U I L D I N G

Attention Mr. R. N. Chase

SUBJECT: Roseburg TOPICS Project T-5026( )
Force Account Approval
Lane Avenue-Diamond Lake Blvd. Sect.
Oakland-Shady Hwy. #234

FROM: Gary E. Zehner
Urban Program Engineer
County & City Unit

The City of Roseburg has requested permission to do a portion of the subject TOPICS project with City and State forces. Attached is a letter from the City stating their reasons for believing it would be in the public interest to do this work by force account.

The City forces would perform the signing, striping, and other minor work on Diamond Lake Blvd. between Winchester Street and the east city limits.

The City would provide a car and driver, and the State would provide a trained employee to inventory the existing signs. The City would purchase and install the traffic signs necessary to up-date signing on the Federal Aid System within the City.

Under the force account method it is estimated that the cost would be approximately $17,057, which would involve approximately $13,304 in Federal funds.

We concur with the City of Roseburg that the force account method of constructing the requested portion of this TOPICS project will be in the public interest.

Please review this request and if appropriate submit to FHWA for approval.

GEZ:ljt

AH.

ENGR. ASST. AE UE
UPE CE RE RE

Department of Public Works

Telephone 503/672-7701
Ext. 33

T

CITY OF ROSEBURG

900 S. E. Douglas Avenue
ROSEBURG, OREGON 97470

July 3, 1974

Mr. Gary E. Zehner
Urban Program Engineer
Highway Building
Salem, Oregon 97310

Subject: TOPICS project - Lane Avenue-Diamond Lake Blvd. Section
Oakland-Shady Highway

Dear Mr. Zehner:

In reference to my previous letter dated June 20, 1974, in support of our Force Account work on the TOPICS project to update signing within the City of Roseburg, I wish to make a change.

Although we have the ability to produce the signs, re-evaluation of the proposal leads me to the conclusion that we should purchase the signs through a contract and install them under Force Account.

Please amend my previous letter to indicate such.

Yours very truly,

Donald A. Bentz
Director of Public Works

DAB:dw

RECEIVED
COUNTY & CITY SECTION
JUL 8 - 1974
ENGR. CGUR. OE AE UE
OPE CE RE RPE

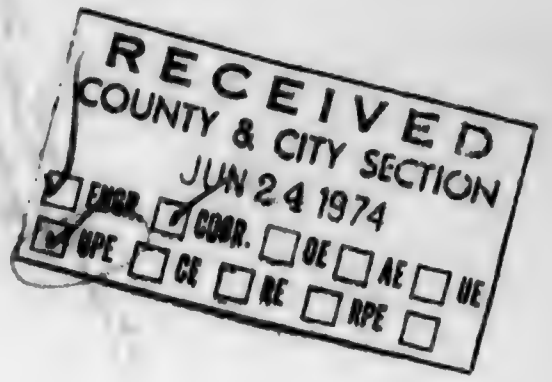
Department of Public Works

CITY OF ROSEBURG

900 S. E. Douglas Avenue
ROSEBURG, OREGON 97470

Telephone 503/672-7701
Ext. 33

June 20, 1974



Mr. Gary E. Zehner
Urban Program Engineer
Highway Building
Salem, Oregon 97310

Subject: TOPICS project - Lane Avenue-Diamond Lake Blvd. Section
Oakland-Shady Highway

Dear Mr. Zehner:

This letter is submitted in support of our request to use Force Account work in a TOPICS project.

The proposed project includes two phases on which we would intend to use Force Account work.

One phase is the signing and striping and other minor appurtenant work on Diamond Lake Boulevard between Winchester and the east City limits. Since Roseburg is an isolated community, there is no private industry capable of doing the work on a contract basis. The City has sign fabrication capabilities and specialized crews for this type of work. We also have crews trained and the equipment to paint traffic lines and markings. The City has a high pressure street flusher necessary to effectively utilize paint remover which is usually more economical and effective then grinding or sandblasting. No additional men will be required for this work. Due to traffic control, availability of contractors, etc., it is in the public interest to do the above described work with City Force Account.

Costs are estimated as:

Line Removal:	
27,200 ft. at $0.16½ per ft. (estimated per foot cost by highway department)	$4,500
Striping:	
34,000 ft. of 4-inch beaded skip striping at $43.00 per mile	280
17,000 ft. of 4-inch beaded C.L. striping at $84.61 per mile	270
6,800 ft. of 4-inch beaded shoulder striping at $67.45 per mile	90
"No Parking" signs - 70 @ $20 each	1,400
Engineering (layout)	600
	$7,140

The second phase of this project includes a sign inventory and updating. It is proposed that the City, through Force Account, provide a vehicle and driver to escort a trained state highway department employee on an inventory of the City street signing. This employee, having worked with street signing within the City for the past five years, would save valuable time in helping identify the signing and would be very familiar with City streets.

Within the City of Roseburg area there is not a contractor to supply this type of service, thus eliminating any probability of conflict with private enterprises.

Cost estimate for providing this Force Account work is:

1 man (40 hours per week x $4.51 per hour) for 10 weeks	$1,804.00 ~1100 state + 30% O.H.
1 vehicle - 15 miles a day @$0.15 per mile $2.25 per day x 50 days	112.50
Signing update (per estimate in TOPICS Study - actual cost to be computed upon completion of inventory)	8,000.00 ~ 6000 mat 2000 labor
TOTAL PROJECT COST	$9,916.50

As stated in the first phase of this project the signing update, due to the nature of the work, is not in conflict with any local contractors.

In our opinion, it has been found and determined that it is in the public interest, beyond any doubt, that the work described be performed by Force Account as described.

Yours very truly,

DAB:dw

Donald A. Bentz
Director of Public Works

7-3-74

Called Glen Clark re: sign fabrication by City for Lane Ave - Dia. Ct. Sub. He thought should be contracted & will call City.

He called City & they will send letter stating signs by contract.

GEZ

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

DATE April 24, 1974

TO H. S. Cox, City-County Section, Salem
Attention: Gary E. Zehner

FROM Glen L. Clark
GLEN L. CLARK, Regional Traffic Engineer

SUBJECT Roseburg TOPICS Projects

The City of Roseburg has been in contact with this office regarding the several TOPICS projects for which you already have their applications. The reason for this letter is to clarify the work to be performed by city forces as agreed upon in recent conversations with Mr. Donald Bentz, Director of Public Works, Roseburg.

In the traffic signal revision project your office combined the work at Stephens (Oakland-Shady Highway, ORE99, Highway No. 234) at Diamond Lake Boulevard and that of upgrading existing signals on Stephens and Pine Street; these will be accomplished entirely by contract. The cost of this latter project was $13,000.00 or an overall total of $33,000.00.

The project application transmitted to you by this office January 23, 1974, involving parking prohibition and rechannelization of Diamond Lake Boulevard was discussed with the City. The original estimate made by this office was $5,000.00. This should be increased to include the necessary "NO PARKING" signing and the appropriate signing for the continuous left turn refuge design. This is estimated to cost $1,500.00. In this project, the City advises that they wish to remove the unnecessary lines with their forces, stripe the total new project and install all the signing. Thus, this entire TOPICS project would be accomplished by city forces.

The Citywide Signing TOPICS project transmitted to you January 23, 1974, is aimed at bringing all signing in Roseburg up to the current standard outlined in the National Manual of Uniform Control Devices. This project is estimated to cost $10,000.00. The City wishes to provide a vehicle, driver and maps for the necessary field inventory and the State to supply the Engineer to actually inventory the signing needs. The signs would be contracted.

RECEIVED
COUNTY & CITY SECTION
APR 30 1974
☐ ENGR. ☑ COOR. ☑ BE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☑ RPE ☐

As you may know, this office has asked for an Authority for Survey for these three projects. The cost breakdown was $2,000.00 for field and $250.00 for utility.

This office is anticipating additional TOPICS projects applications from the City of Roseburg April 23, 1974. These will involve a left turn refuge at Garden Valley Boulevard and Troost Street, another left turn refuge at Garden Valley Boulevard and Kline Street, and a five lane widening project on Stephens Street (Oakland-Shady Highway No. 234) between Diamond Lake Boulevard and Washington Street. These will be submitted as soon as the applications are received.

Please advise if additional information is required regarding the three previously mentioned projects.

GLC/jw

cc L. E. George
Jack McCormick

8114

July 8, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. T-5026(3)

We are submitting program data for one TOPICS project, Item No. 96, Project No. T-5026(3). "Lane Avenue-Diamond Lake Blvd. (Roseburg) Section", which we desire to have included in the Federal-aid TOPICS Highway Program.

The project program contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain design approval for the project.

We will request further authorization to proceed with preliminary engineering for PS & E preparation as soon as design approval is granted.

The project is exempt from State Clearinghouse and District 6 Clearinghouse A-95 review under working agreements dated April 28, 1970 and May 28, 1971, respectively.

A public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

An environmental statement will be submitted in compliance with the requirements of PPM 90-1.

Enc.

JG:bz

Budget Bureau No. 41-R2067; Approval E

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O.

FORM PR-1 (REV. 4-61)

U.S. DEPARTM... BUREAU ...

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

July 8, 1974

CARD	REPORT NUMBER	PROJECT LOCATION (35 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE
2	1 (10) (20)	21 City of Roseburg 68	ADT	18,500*	28,000* (66)	94 (70) (71) (72)	10	Oregon	41 (2)

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (8)	NUMBER	SEQ. NO.
3	P.E., Traf. Signals, Sign, Pave. Markings 28 62	(63) (68)	(69) (70)	(72) (73)	(74) (75)	T- 14 23	5026 7	(3)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
4	TOPICS	Douglas	019 (14) (16)

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
17-31 Roseburg	T S	Various (32)	-- (36) (37)	-- (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CK PR (F
	1 (1&10)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
	5				PE		City of Roseburg	0.0	3,000	2,300	350	350 (City)	P.E. a Upgrad traffi nals a tions. fic si paveme Diamon provid left t
	5	7-8-74			ROW								
	5				CONST (CODE) Y002 Y031 Y103		"Lane Ave.-Diamond Lake Blvd. (Roseburg) Sec."	0.0	47,000	36,700	5,150	5,150 (City)	ROW 60 contro restri
							PROJECT TOTALS	0.0	50,000	39,000	5,500	5,500 (City)	

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

FHWA
7-11-74

(16) (23) (24) (33)

REMARKS

* ADT: Count entering intersection of Stephens St. (FAS 553) at Diamond Lake Blvd. (FAS 253).

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

July 8, 1974

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City of Roseburg		18,500*	28,000*	94	10	Oregon	41	077	96

PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SPFH PROJ. NO.	FA CLASS	FA PROJ. NO.	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Signals, Sign, gs								T-	5026	(3)		

FUNDS: TOPICS

A: Roseburg

COUNTY NAME: Douglas — CODE: 019

ROUTE NO.: T S

FEDERAL-AID: Various — STATE: -- — U.S.: --

PROGRAM STAGE: [ ] 1 OR [XX] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		City of Roseburg	0.0	3,000	2,300	350	350 (City)	P.E. all phases; Upgrade existing traffic control signals at 9 intersections. Update traffic signs. Replace pavement markings on Diamond Lake Blvd. to provide continuous left turn lane.
ROW								
CONST (CODE) Y002 Y031 Y103		"Lane Ave.-Diamond Lake Blvd. (Roseburg) Sec."	0.0	47,000	36,700	5,150	5,150 (City)	ROW 60 min.; Access control-none; Parking restrictions-none.
		PROJECT TOTALS	0.0	50,000	39,000	5,500	5,500 (City)	

ESTIMATED PROJECT COST BY PHASES

REMARKS

PROGRAM APPROVAL DATES

FHWA
7-11-74

* ADT: Count entering intersection of Stephens St. (FAS 553) at Diamond Lake Blvd. (FAS 253).

USCOMM DUSCOMM-DC 48905-P61

LANE AVE.-DIAMOND LAKE BLVD. (ROSEBURG) SEC.
PROJECT NO. T-5026(3)

Existing Facilities: Traffic control signals at the following 9 intersections.

1. Stephens St. (FAS 553-N. Bd.) at Lane Ave.
2. Stephens St. (FAS 553-N. Bd.) at Coss Ave.
3. Stephens St. (FAS 553-N. Bd.) at Oak Ave.
4. Stephens St. (FAS 553-N. Bd.) at Washington Ave.
5. Stephens St. (FAS 553) at Douglas Ave.
6. Stephens St. (FAS 553) at Diamond Lake Blvd. (FAS 253)
7. Pine St. (FAS 553-S. Bd.) at Lane Ave.
8. Pine St. (FAS 553-S. Bd.) at Oak Ave.
9. Pine St. (FAS 553-S. Bd.) at Washington Ave.

Note: FAS 553 is a couplet south of intersection no. 5 and 6.

Project Data: The proposed project consists of the following:

a. All phases of preliminary engineering.
b. Upgrading the existing traffic control signal installation at the preceding listed nine intersections to conform to the standards set forth in the Manual on Uniform Traffic Control Devices. Intersection No. 6 also requires revision of loop detectors and installation of a three-phase controller.
c. Update traffic signs citywide, where necessary to conform to the standards set forth in the Manual on Uniform Traffic Control Devices, on streets and roads on the Federal-aid Secondary and Primary Type II Systems.
d. Replace pavement markings on Diamond Lake Blvd. to provide a continuous left turn lane.

Note: It is the present intention to accomplish the work listed c. and d. by City Forces. Justification to perform this work by City Forces will be submitted as a separate action.

Additional Right-of Way: None required.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

Note: Roseburg Municipal Airport is inside the city limits and lies within two miles of most of the project, but the proposed work will not cause any conflict with the operation of the airport.

PPM 90-1 Requirements: Environmental statement will be submitted in compliance with the requirements of PPM 90-1.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 6 Clearinghouse A-95 review under working agreements dated April 28, 1970 and May 28, 1971, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Maintenance of Traffic Operations Improvements: A city-state agreement covering maintenance obligations will be prepared to comply with paragraph 9 of PPM 21-18.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A state-city agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37:

a. Preliminary Engineering

Field Work- - - - - - - - - - - - - - - - -	$1,500
PS & E Prep - - - - - - - - - - - - - - - -	1,500
Total	$3,000

b. 95% of project is on FA Secondary System.
5% of project is on FAP Type II System.

Note: The project is in Congressional District No. 4.

LANE AVE.-DIAMOND LAKE BLVD. (ROSEBURG) SEC.
PROJECT NO. T-5026(3)

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1. Stephens St. (FAS 553-N. Bd.) at Lane Ave.
2. Stephens St. (FAS 553-N. Bd.) at Cass Ave.
3. Stephens St. (FAS 553-N. Bd.) at Oak Ave.
4. Stephens St. (FAS 553-N. Bd.) at Washington Ave.
5. Stephens St. (FAS 553) at Douglas Ave.
6. Stephens St. (FAS 553) at Diamond Lake Blvd. (FAS 253)
7. Pine St. (FAS 553-S. Bd.) at Lane Ave.
8. Pine St. (FAS 553-S. Bd.) at Oak Ave.
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System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

Note: Roseburg Municipal Airport is inside the city limits and lies within two miles of most of the project, but the proposed work will not cause any conflict with the operation of the airport.

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Data for PR-37:

a. Preliminary Engineering

Field Work- - - - - - - - - - - - - - - - -	$1,500
PS & E Prep - - - - - - - - - - - - - - - -	1,500
Total	$3,000

b. 95% of project is on FA Secondary System.
5% of project is on FAP Type II System.

Note: The project is in Congressional District No. 4.

(T)

March 5, 1974

F. B. Klaboe - Ext. 6516

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION

RECEIVED
COUNTY & CITY SECTION
MAR 7 - 1974
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Mrs. Delbert C. Wells
P O. Box 688
Roseburg, Oregon 97470

Dear Mrs. Wells:

Thank you for your letter concerning conditions at the signalized intersection of Stephens Street (ORE99) and Diamond Lake Boulevard in Roseburg.

The Highway Division made a study of this area and has recommended changes in the existing equipment to provide a protected left-turn phase for southbound Stephens Street traffic wishing to turn left onto Diamond Lake Boulevard. It was also recommended that the two steel signal support poles be relocated behind the curbs.

The City of Roseburg has applied for TOPICS funds to implement the recommendations of the study. Upon approval by the Oregon Transportation Commission and allocation of TOPICS funds, the project will be undertaken.

Thank you for taking the time to write and for your continued interest in traffic safety.

bc: George M. Baldwin

bbc: A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. W. Rulien ✓
L. E. George
Alfred Shirley

GLC:jw cm

Cont/R

RECEIVED
MAR 7 1974
PROJECT MANAGEMENT SECTION

FORM E-30 (REV. 10-59)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 28, 1974

To: H. S. Cox
County-City Engineer
S A L E M

Attention: Dick Bladorn

SUBJECT: Application for TOPICS Project
Oakland-Shady Highway at
Diamond Lake Boulevard
Roseburg

Attached is an application for signal revision providing for a protected left turn movement north to east and for the removal of two steel signal support poles out of the paved area between the curbs.

A report justifying this project was recently sent to Mr. Klaboe and Mr. George of our Salem office. Please contact the Traffic Division for documentation of the need for this project.

Region III approves the project and recommends that every attempt be made to commit Federal funds for this $20,000 project.

Glen L. Clark

GLEN L. CLARK
Regional Traffic Engineer

GLC/jw
attach.
cc L. E. George
Jack McCormick

RECEIVED
COUNTY & CITY SECTION
MAR 4 - 1974
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RESOLUTION NO. 74-4

A RESOLUTION RECOMMENDING THE
APPROVAL OF A TOPICS PROJECT

BE IT RESOLVED by the Common Council of the City of Roseburg, Oregon, that in accordance with the recommendations of the Director of Public Works, a project to upgrade the signalization at Diamond Lake Boulevard and Stephens Street, by suspending the signals and installing a 3-phase controller, be approved, and that work on these projects be commenced and continued until completion with such TOPICS funds as are available.

APPROVED BY THE COMMON COUNCIL AT THEIR REGULAR MEETING ON FEBRUARY 25, 1974.

Richard P. Adams

Richard P. Adams, City Recorder

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date February 27, 1974

Name of City Roseburg
Major Street Name Stephens Street (Oakland-Shady Highway)
Section Name Section of the Oakland Shady Highway and Diamond Lake Boulevard

Location of Project (Attach sketch map) Length _____
On Which System? Primary I X Primary II _____ or Secondary _____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? _____ Date PLAN approved: _____; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes
Explain Oakland-Shady Highway under State jurisdiction

General description of proposed project:
Signal installation be revised to replace signal poles with span wires. Revision of loop detectors and installation of a three-phase controller (provide phase for south to east movement) is also to be included.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: Stephens Street - Diamond Lake Boulevard

2. Type: a. Traffic Control X
   1. Pretimed _____
   2. Traffic-actuated
      (a.) Full traffic-actuated X
      (b.) Semi-traffic-actuated _____
      (c.) Volume density-actuated _____
      (d.) Pedestrian actuated _____

   b. Flashing Beacon _____

Footnotes:

RECEIVED
COUNTY & CITY SECTION
MAR 4 - 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

T-1-69
(rev. 12-70)

c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two _____
   b. Three X
   c. Multiple _____

4. Is interconnection for coordination necessary? No Remarks: ___
   _____
   _____
   If so, by cable or leased telephone line? _____

5. Type of Suspension:
   a. Mast Arm X
   b. Span Wire X
   c. Signal Bridge _____

6. Paint Color Desired: Standard

7. Present Signalization: Two-Phase
   _____

8. Other Remarks: _____
   _____
   _____

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: _____
   _____
   _____

2. Type:
   a. Mercury Vapor _____
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II _____
   c. III _____
   d. IV _____
   e. V _____

Footnotes:

4. Luminaire Wattage:
   a. 175 _____
   b. 250 _____
   c. 400 _____
   d. 700 _____
   e. 1000 _____

5. Luminaire Spacing: _____

6. Maintained Intensity: _____

7. Uniformity Ratio: _____

8. Proposed Mounting Height:
   a. 30 ft. _____
   b. 40 ft. _____
   c. 45 ft. _____
   d. 50 ft. _____

9. Pole Type:
   a. Wood _____
   b. Steel _____
   c. Aluminum _____

10. Operating Voltage:
    a. 120 _____
    b. 240 _____
    c. 480 _____
    d. Series _____

11. Type of Wiring:
    a. Overhead _____
    b. Underground _____

12. Present Illumination: _____

Footnotes:

Notes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: _____

_____

_____

2. Desired Work: _____

_____

_____

3. Typical Cross Section: _____

_____

_____

4. Curbs? _____ If so, a. Type Desired: (Standard, monolithic, rolled, or special) _____
   b. Exposure _____ inches
   c. Width between curbs _____ ft.
   d. Desired curb radius _____ ft.

5. Surfacing: A.C._____ P.C.C. _____ Oil _____ Other _____

6. Present Typical Cross Section and Surfacing: _____

_____

_____

7. Traffic Control Signing:
   a. By City at City Expense?_____
   b. By State at City Expense?_____
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:

   a. By City at City Expense?_____
   b. By State at City Expense? _____
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length _____ft.
   b. Width _____ft.
   c. Type _____
   d. Location: _____

_____

Footnotes:

IV. STRUCTURE DATA:

1. Location: _____
_____
_____

2. Desired Work: _____
_____
_____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____
_____

7. Is a particular type of structure and design desired? _____
Explain: _____
_____
_____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____
Width _____ ft.
d. Shoulders: Type _____
Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____
(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

T-1-69
(rev. 12-70)

12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____

_____

Footnotes:

T-1-69
(rev. 12-70)

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? Variable ft.
   a. Maximum: 150 ft.
   b. Minimum: 60 ft.

2. Will additional right-of-way be needed? No Explain: _____

3. Shall State prepare right-of-way descriptions? N/A

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: _____

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: _____

8. Are utilities on existing right-of-way by? Permit Yes or Franchise Yes (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner _____, and dates between which water can be turned off:
   From _____ To _____ Location: _____

10. Are there any railroad crossings? Yes Location: Project will include an interconnect (existing) between signals and railroad on on Stephens immediately north of Diamond Lake Blvd. at crossing of Kinney's Spur.

Footnotes:

a. Name of Railroad Southern Pacific
b. Number of tracks: Mainline 1 Siding ____ Total ____
c. Sight Distance (1.) (Direction) West Distance 300+ ft.
(2.) (Direction) East Distance 150+ ft.
d. Number of Trains: (1) Passenger ____ Speed ____ mph
(2) Freight 1 Speed 6 mph
e. Angle of Intersection: 60°
f. Type of Existing Crossing: (1.) Grade X
(2.) Overcrossing ____
(3.) Undercrossing ____
g. Existing Protection: (1.) Advance warning signs ____
(2.) Automatic flasher ____
(3.) Automatic bell ____
(4.) Gates ____
(5.) Stop signs ____
(6.) Crossbucks X
(7.) Other Interconnect with signals
h. Proposed Type Crossing and Protection: Same

i. Are there to be stopping lanes for buses and trucks? No
j. Will crossing be altered to the extent that will require a P.U.C. hearing? No
(1.) Does City wish State to prepare P.U.C. hearing data? No
(2.) Will P.U.C. application be made by? State N/A
City ____
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: ____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 20,000
(Federal + State + City)
2. Estimated Cost of Requested Project $ 20,000
3. Date Match Money is Available: Now available
4. Will there be any 100% City money? No
(Non-participation items)
5. Maximum Amount of 100% City Money: $ ____

Footnotes:

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: Complete - presented to City for adoption. Currently being reviewed by City

2. Existing Conditions Necessitating This Proposed TOPICS Project: Traffic Safety and congestion dictates the need for this signal. Currently a very hazardous movement has resulted in a number of near misses and creates a great inconvenience for the motoring public.

3. This Project Would Accomplish the Following: Would increase signal visibility and should result in decreased numbers of rear end and angle collisions. Would provide three free movements and support the safety practice of the Highway Department.

This application is not complete unless a sketch map showing the location of the project is attached.

The Roseburg City Council on the 25th day of February, 19 74, adopted Resolution No. 744 or Ordinance No. _____, as the case may be, requesting this TOPICS project.

By _____

By _____

T-1-69
(rev. 12-70)

Bud George

FORM E-99 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 27, 1974

To: Alfred Shirley, Jr.
Regional Engineer
O F F I C E

SUBJECT: Traffic Conditions
Oakland-Shady Highway
Winchester Avenue
Diamond Lake Boulevard
Roseburg
FBK99

Attached is a letter dated December 21, 1973, from Mr. Jack Josse, Councilman and Chairman of the Traffic Safety Commission, requesting a standard 3 phase traffic signal at the intersection of Stephens Street (Oakland-Shady Hwy No. 234 - ORE99) and Diamond Lake Boulevard.

Also, attached is a letter from Mrs. Delbert C. Wells, dated January 30, 1974, concerning the same Stephens and Diamond Lake Boulevard pointing out that the City has prohibited trucks on Winchester Avenue.

Also, attached is a copy of an editorial dated Wednesday, December 26, 1973, from the News Review newspaper in Roseburg concerning this same intersection.

A large triangle consisting of Stephens Street (ORE99), Winchester Avenue and Diamond Lake Boulevard exists in the north central portion of the central business district of Roseburg. Diamond Lake Boulevard is the major east-west arterial leading to the Cascades, Diamond Lake and US97. Stephens Street is the only north-south arterial in Roseburg other than Interstate 5. Winchester Avenue forms the hypotenuse of the triangle. Stephens Street and Diamond Lake Boulevard are four lanes in width with left turn refuges or continuous left turn refuges. Winchester Avenue provides two lane, two-way traffic.

Many years ago the City prohibited truck traffic on Winchester Avenue. This prohibition remains today. There are apartment houses and residences along the entire street with the exception of the last two blocks just north of Diamond Lake Boulevard. Curb parking is allowed on both sides of Winchester Boulevard.

The City contends that this is a residential street and is not an arterial. The attached traffic flow diagram disputes this concept. Over 10,000 vehicles per day chose to use this public facility.

The original traffic signal installation was revised when the Oakland-Shady Highway was reconstructed to four lanes north to Winchester Avenue. It was revised to a two phase fully actuated installation. This provided the greatest possible green time for northbound ORE99 traffic while giving a continuous green to southbound highway traffic, except for railroad preemption. Volume on Stephens Street south of Diamond Lake Boulevard is approximately 22,000 vehicles per day. The left turn north to east (the one of concern in the attached correspondence) has been provided with a left turn refuge, but not a separate phase. Some 1,400 such left turns are made daily.

For several years, a close check was kept on the accident experience involving this left turn movement and the northbound ORE99 traffic. For all practical pruposes, no accident experience existed. Attached is a recent Collision Diagram which shows a marked increase in such accidents. Seven such accidents occurred during the period January 1, 1971 to December 31, 1973. Two persons were injured, but there were no fatalities.

The present traffic signal has two steel strain poles located within the paved area in painted channelization. One pole has never been struck. The other has been struck and knocked down twice.

The City of Roseburg has some $20,000 of uncommitted TOPICS funds available. They are making application to this office for relocating these two mentioned breakaway poles and to provide new control equipment to provide a protected 3rd phase for the left turn movement north to east.

As traffic has increased over the years, this movement becomes more hazardous. The 3rd phase will require more delay for northbound traffic. The balance between safety and delay must yield to safety. It is therefore recommended that the City's application be approved when it arrives.

The City is willing to cooperate in providing another lane or two between Diamond Lake Boulevard and the north end of the Pine-Stephens couplet. A design has not been developed and when time permits, such a proposal will be examined. On the surface, it appears unlikely that a suitable design will be developed with a favorable cost to benefit ratio.

Also, attached is a suggested draft for the Governor's office for a response to Mrs. Wells.

Glen L. Clark

GLEN L. CLARK
Regional Traffic Engineer

GLC/jw
attach. F. B. Klaboe
cc L. E. George
Jack McCormick

of Public Works

Phone 672-1697

CITY OF ROSEBURG

Suite 406, Pacific Building
727 S. E. Cass
ROSEBURG, OREGON 97470

December 21, 1973

Mr. Alfred Shirley
Region Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon

Dear Mr. Shirley:

The Roseburg Traffic Safety Commission has recently reviewed and discussed the Diamond Lake Boulevard-Stephens Street Intersection, and a motion was unanimously supported that we go on record as requesting and supporting the installation of a signal that will allow an unrestricted south-to-east movement. Furthermore, we feel the current situation is hazardous and creates a problem involving traffic safety.

We have reviewed your TOPICS plan and note that this signal is not discussed (other than the proposal to suspend the signals from a span wire) and would hope that you consider this request as our position on this intersection.

Thank you for your cooperation.

Yours very truly,

Jack Josse

Councilman Jack Josse, Chairman
Traffic Safety Commission

DB:JJ:dw

cc: Glen Clark

ROSEBURG REGION
RECEIVED
DEC 28 1973
RGE | JEC | RSR | FILE | TA

Timber Capital of the Nation

2.1.74 Wells to Highway

ALLEN

Parts & Equipment Co.

AUTOMOTIVE & TRUCK SUPPLIES

2675 N. E. Diamond Lake Blvd. Telephone 672-3351
ROSEBURG, OREGON 97470

January 30, 1974

Governor Thomas McCall
State Capitol Building
Salem, Oregon

Dear Governor McCall;

I am enclosing an editorial from our local newspaper that I would very much appreciate having you read.

This intersection that the editorial refers to has caused many near accidents and a great deal of traffic tie-ups. I must use this route to and from work each day as do all of our employees.

No trucks are allowed on Winchester street, so all trucks must use the turn off of Stephens street onto Diamond Lake Boulevard. Quite often a truck must run the amber or red light to finally negotiate the long turn onto Diamond Lake Boulevard.

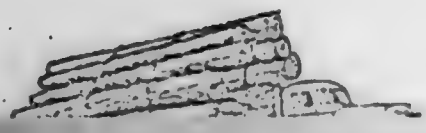
This has long been a topic of concern for the truckers and general public. I would appreciate any effort you might extend to help us with this situation.

Sincerely,

Mrs. Delbert C. Wells

Mrs. Delbert C. Wells
P.O. Box 668
Roseburg, Oregon 97470

RECEIVED
STATE HWY ENGR
FEB 5 '74
REFER TO
FOR
info | invest | dup | file | | |



KEEP OREGON GREEN

The News-Review

OPINION PAGE

Kamikaze intersection

From a motorist's point of view, the intersection of NE Stephens and Diamond Lake Boulevard in downtown Roseburg is a real pain.

Motorists proceeding south on NE Stephens with intent to turn east into Diamond Lake Boulevard find the intersection particularly frustrating when traffic is heavy. In fact, kamikaze daring is required to negotiate the long sweep involved in making the turn. For even when a driver has the green turn signal in his favor, there's no phase to halt the northbound traffic coming straight at him on Stephens. He must wait for a break . . . and go like heck.

It's no situation for the faint of heart.

To avoid this intersection, southbound motorists on NE Stephens en route to Diamond Lake Boulevard (and some just on their way to the central business district) are using the narrow, two-lane NE Winchester Avenue instead.

That puts a heavy volume of traffic on Winchester, now carrying some 9,000 vehicles a day. That kind of flow was okay for Winchester back when it was a state highway, but today represents an unbalanced distribution of traffic movement and is contributing to worsening congestion problems in this part of town.

Recent City of Roseburg traffic studies show that 81 per cent of vehicles turning off NE Stephens into Winchester at the top of the hill, end up turning left again into Diamond Lake Boulevard. (Note, too, that this 81 per cent represents 48 per cent of the total Winchester southbound traffic). This means Winchester has become a primary tie between Stephens and Diamond Lake Boulevard, even though it runs parallel to a four-lane arterial (Stephens) which should be carrying more of this load.

The situation can be substantially improved with installation of a three-phase signal (northbound, south to east and west to south) at the problem intersection. This correction has been urged by the City of Roseburg and is supported by the new Roseburg Citizens Traffic Commission.

But it's the state highway authorities who need to be convinced. The state has jurisdiction over traffic control devices on streets that are part of the state highway system, and Stephens is a link in that system as it lies on the route of Old Oregon Highway 99.

The City does have federal funds from its TOPICS (Traffic Operations Program to Increase Traffic and Safety) participation, which could be used for improving this intersection. And the City would like to use the money in that direction. Time is running out for TOPICS, of course, and projects intended for inclusion with funds already allocated must be committed by the end of 1974.

The state highway agency wants the intersection upgraded, and supports proposed use of TOPICS money for improvements which would include removing two hazardous signal poles and replacing them with span wires. But the agency has balked to date on the three-phase signal idea.

Current status of the situation is that the state is doing a study on the intersection problem toward making a decision on what should be done. Certainly their study should point out what is already apparent to the City of Roseburg and the driving public in general: This is a difficult, dangerous intersection that needs three-phase signalization.

And the sooner the better!

S 2015

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

#234 (1)

Section Lane Ave.-Diamond Lake Blvd. (Roseburg)

Highway Oakland-Shady FAS 553, 253

County Douglas

Date February 27, 19 74

Authorization No. 1

Survey Prefix 110-0603 (Assigned by Salem office)

Description of termini, route, length, etc.:

City Wide

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COUNTY & CITY SECTION
AUG 12 1974
ENGR. COOR. UE AE UE
UPE CE RE RPE

Purpose of survey: Prepare plans, specifications and estimates for:
(1) Signing, striping, and traffic signal upgrading for Lane Ave.-Diamond Lake Blvd. Section of Oakland-Shady Highway.
(2) Striping and signing to provide two-way left turn highway to east city limits.
(3) Update all traffic signing within the city.

Estimate of cost:

Field	(901)	2,000
Traffic	(911)	1,200
Utilities	(914)	250
Specifications	(921)	300

TOPICS

INSTRUCTIONS

Sumbit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 3,750

Previous authorization . . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

NOTED
BRUCE TAYLOR

Request made by:

NOTED
W. R. ZIRBES
Field Engineer

Recommended for Approval:

Location Engineer

Recommended for Approval:

Division Engineer

OFFICE ENGINEERING SECTION
P. E. APPR. 7-11-74
FED. AID TOPICS STATE BEN GIFFORD

Approved:

Ass't State Highway Engineer

E. L. S.

State Printing 8m68

4114

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 15, 1974

TO Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
E. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed TOPICS Projects

4e

There will be before you at the February 19 meeting requests from the Cities of Medford and Roseburg for approval of TOPICS project applications.

Medford is requesting approval of a project for installation of traffic signals at two intersections on Barnett Road. The total project cost is estimated to be $60,000, of which the State and City will each pay approximately $5,500.

8147

(E)

Roseburg is requesting approval of a project to upgrade existing traffic signals and signing throughout the city and to restripe Diamond Lake Boulevard to provide a continuous left-turn median. The total project cost is estimated to be $30,000, of which the State and City will each pay approximately $3,500.

(K10)

These projects have been investigated and are eligible for funding under the Federal Aid TOPICS Program.

I recommend your approval and request authority to sign the project agreements for and on your behalf.

bc C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Cox
L. E. George
V. E. Skoog
L. H. Young
Victor D. Wolfe
J. H. Versteeg
A. Shirley, Jr.
Gary Sund
Robert Whipps

RB:ljt ja

8115 SE 7th St @ SE L St & NE 9th St @ NE F St (Grants Pass)
(Traffic signal installation)
1975

CO 4948 - 4-29-74

OREGON STATE HIGHWAY DIVISION

FORM 81-724-1130

HIGHWAY DIVISION INVOICE

NO. 119817 T

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-16-76	cc-1582		17-0604-299

CODE: GRANTSP
- City of Grants Pass
- ATTN: Roy W. Norton, Director
- Department of Public Works
- City Hall

Grants Pass, OR 97526

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BI LLING: TOPICS Project T-5012(3) S.E. 7th St. at S.E. "L" St. and N.E. 9th St. at N.E. "F" St. City of Grants Pass			
Contract No. 8115 Covered by Agreement dated 4-24-74 CLR-DT File No. T-5012-3			
City's Advance Deposit $9,000.00 Amount previously transferred 7,000.00 Balance			$2,000.00
City's share per attached statement $9,005.21 Amount previously transferred 7,000.00 To Highway Fund			2,005.21
AMOUNT DUE FROM CITY			$ 5.21

RECEIVED
COUNTY & CITY SECTION
JUN 17 1976
☐ ENGR. ☐ COUR. ☐ UE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

Form A-101—(11-71)
SP*47906-724

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Grants Pass
City Hall
Grants Pass, Oregon 97526
Attention of
Mr. Roy W. Norton, Director
Department of Public Works

Request No. (assigned by staff engineer or head of section) cc-1582

Date June 2, 1976

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project T-5012(3)
S.E. 7th St. at S.E. "L" St. and N.E. 9th St.
at N.E. "F" St.
City of Grants Pass

Contract No. 8115
Covered by Agreement dated 4-24-74

Itemized Statement: CLR-DT File No. T-5012-3 Advance Deposit $9,000.00

Quantity	Unit	Description	Unit Price	Amount
		City's Advance Deposit	$9,000.00	
		Amount Previously Transferred	7,000.00	
		Balance		$2,000.00
		City's Share per Attached Statement	$9,005.21	
		Amount Previously Transferred	7,000.00	
				$2,005.21
		Amount Due From City		$ 5.21
		(Attach itemized statement to invoice.)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 9,000.00

Is this a partial or final request for billing? FINAL

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 7,000.00

Give the number of the last previous request in connection with this same service. cc-1504

Credit distribution:
17-0604-299

Submitted by:
GEZ
Gary E. Zehner, Urban Program Engr.

Approved:

Approved
Regional Engineer
☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** June 2, 1976

CITY Grants Pass **Contract No.** 8115 **Date Completed** 9-24-75

PROJECT # T-5012(3) **Section** S.E. 7th St. at S.E. "L" St. and N.E. 9th St. at N.E. "F" St.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering	$ 3,501.16
Payments to Contractor	37,242.92
SFO No. 1, Permanent Pavement Striping	97.28
Construction Engineering	5,144.24
Interest Paid to Contractor	7.41
TOTAL COST	$45,993.01
Federal Funds Collected	27,982.58
Amount to be Shared by State and City	$18,010.43

City's Share Per Agreement Dated 4-24-74

50% of $18,010.43 = $9,005.21
City's Advance Deposit 3-19-75 = $9,000.00

Amount Due From City $ 5.21

Reference: Billing Form CC-1582

F[illegible]NALED FA PROJE[illegible]TS.

FAP No.	Cont. No.	Prefix	Description	FA Funds	Date
[illegible]-80N-1(36)	SFO	626-1081	Sundial-Troutdale Interch.	22,022.40	5-28-76
[illegible]-80N-7(23)	7260	601-1067	Nelson Pt. RR Shoofly	202,956.59	"
[illegible]-550(1)	8005	507-1042	McKay Cr. Br.	51,971.77	"
1-T-5029(1) [illegible]-M-5029(1)	8163	33-0601 33-0602	Cherry HQ's Rd-Wright St. (The Dalles)	140,013.50	"
[illegible]-5002(2)	7948	15-0605	Wightman St.-Walker Ave. (Ashland)	67,542.30	"
[illegible]-5012(3)	8115	17-0604	S.E. 7th @ "L" St. & N.E. 9th @ "F" St. (Grants Pass)	27,982.58	"
[illegible]-5016(1)	—	31-0601	City of La Grande (Urban Area)	3,664.87	"
[illegible]-5017(4)	8140	22-0606	Santiam Hwy @ Milton St. (Lebanon)	26,238.09	"
[illegible]-5025(29)	8089	3-0612	Pacific Hwy E @ Gloucester St (Gladstone)	42,072.16	"
[illegible]-5028(3)	8031	24-0604	State St @ Broadway St. N.E (Salem)	98,997.11	"

I-66 Eastbound	CONT NO		FA PROJ NOS I		512003 100				STATE
	017	0604	201	00 P 1			37,242.92	37,242.92	74
	017	0604	206	00 N 1			7.41	7.41	74
	017	0604	278	00 P 1	97.28CR				74
	017	0604	278	02 N 1	97.28	97.28		97.28	74
	017	0604	296	00 N 9	954.83	31,835.20CR		34,902.58CR	74
	017	0604	298	00 N 9	954.83CR	24,835.20		27,902.58	74
	017	0604	299	00 N 9		7,000.00		7,000.00	75
	017	0604	900	00 P 1	1,150.42CR	2,946.22		3,697.32	75
	017	0604	900	00 N 1	1,167.78	1,422.56		1,422.56	75
	017	0604	901	00 P 1				1,182.67	74
	017	0604	901	00 N 1				17.65	74
	017	0604	905	00 P 1				106.47	75
	017	0604	905	00 N 1			3.10	3.10	75
	017	0604	911	00 P 1			145.12	1,353.29	74
	017	0604	914	00 P 1				335.46	75

OF J 7 CR DEPARTMENT	PREFIX		FUNCTION	CR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIV REG
	017	0604	920	00 P 1			182.04	75
	017	0604	921	00 P 1			277.20	75
	017	0604	923	00 P 1			43.25	75
	017	0604	950	00 P 1		54.36	54.36	75
			TOT	P1	1,247.70CR	40,387.62	44,445.01	
			TOT	N1	1,265.06	1,570.35	1,548.00	
			** JOB TOTALS **		17.36 **	41,917.97 **	45,993.01 **	

I-81EHN ST-WILDEN	CONT NO		FA PROJ NOS I		515005 100				STATE
	018	0604	296	00 N 9				8,262.00CR	74
	018	0604	298	00 N 9				8,262.00	74
	018	0604	414	00 P 1				187.52	75
	018	0604	901	00 P 1				1,388.57	73
	018	0604	901	00 N 1				1.87CR	73
	018	0604	905	00 P 1				6,284.87	73

(MEMORANDUM) Final Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

C. VOUCHER NO.

VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6) 3-10-76

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Captiol Building
Salem, Oregon 97310

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: T-5012(3)

VOUCHER PERIOD: FROM 4-30-74 TO 3-10-76

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$46,975.66	$44,445.01	62.96	$27,982.58	$27,982.58	$ 0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$ 0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. 7th St. @S.E. "L" St. and N.E. 9th St. @N.E. "F" St.(Grants Pass) Josephine County					
	Preliminary Engineering					
	Type Code P.E.					
	State		All Required		$ 3,480.41	
	Construction					
	Type Code Y031					
	Traffic Signal Installation (City Streets)(Contract 8115)					
	Final Contract Payment Summary		Lump Sum		$37,242.92	
	Construction Engineering					
	State		All Required		3,721.68	
	TOTAL PARTICIPATING COSTS				$44,445.01	
	Nonparticipating Items					
	Interest Paid to Contractor		All Required		7.41	
SFO	#1 Permanent Pavement Striping		All Required		97.28	
	Preliminary Engineering		All Required		20.75	
	Construction Engineering		All Required		1,405.20	
	TOTAL NONPARTICIPATING COSTS				$ 1,530.64	
	TOTAL COSTS				$45,975.65	

Prepared based on costs shown on
Federal Billing as of April 15, 1976

AMOUNT CARRIED FORWARD..

FORM PR-20A (6-71)

☆ U.S. GOVERNMENT PRINTING OFFICE : 1973-521-266/5023 3-1

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

FISCAL YEAR	PAYEE	VOUCHER DATE	TOTAL AMOUNT
	Sims Elec. of Medford, Inc. 29 West Main St. Medford, OR 97501	12/4/75	$ 1,852.92

WARRANT NUMBER

CONTRACT NO.	ESTIMATE NO.	
8115	3 F	Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction. For Payment of accounts incurred by the State Highway Division by authority of ORS 366.485.
PERIOD COVERED: to 9/24/75		
APPROVED:		This final claim has been authorized in the above amount.
DESIGNATED AUTHORITY		(DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, _____ certify that I am _____

_____ that I have knowledge of the within described and attached claim;
(IF FIRM OR CORP., STATE CAPACITY)

that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

_____
(Signature)

FORM 81-734-1020

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

COUNTY: JOSEPHIN ✓ | CONTRACT NO.: 8115 | ESTIMATE NO.: 3 | PREFIX NO'S.:

HIGHWAY: REDWOOD ✓ | FEDERAL AID PROJECT NO.: T 5012003 ✓

SECTION: SE 7 AT SEL & NE9 AT NEF (G PASS)

FORM 01-730-1920

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	1P TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	900.0000	100.000	900.00	900.00	
002	1P TEMPORARY SIGNS	SQ FT	4.5000	192.500	866.25	865.98	.27
003	1P FLAGMEN	HOURS	14.0000	6.000	84.00	84.00	
004	1P TRAFFIC SIGNAL INSTALL COMPLETE PA 1	LUMP SUM	32648.0000	100.000	32648.00	32648.00	
	PRICE AGREEMENT ITEMS						
30101	1P REVISE POLES BI 4	LUMP SUM	2555.0000	100.000	2555.00	2555.00	
	FORCE ACCOUNT ITEMS						
801	1P POLE LOCATION CHANGE				189.67	189.67	
					"P" Constr.		
				Type Code 4031	$37,242.92		

GROSS RETAINAGE			
TREASURER DEPOSIT			
NET RETAINAGE			
	TOTAL CONTRACT ITEMS	~~37053.25~~	~~37052.98~~ 1,852.65	.27 1,852.65
	- % RETAINED ON CONTRACT ITEMS	-		
	FORCE ACCOUNT	~~189.67~~	~~189.67~~	
	TOTAL PAYMENTS	37,242.92	35,390.00	1,852.92

DATE: ~~12-02-75~~ PG. 91 8115

PREVIOUS VOUCHER NO.: 18471

CHECKED BY: JP:dk

ENGINEER OR AUDITOR: K. Martin

8115

2-20-76

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Josephine	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
2/20/76	R.Schimelfenyg, Engr Trainee		T-5012(3)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
9/24/75	12/5/75	74.1 %	240 CWD
APPROVED EXTENSIONS	**LOCATION**		
None	See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report. There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

MAR 10 1976

Wash

SE 7th STREET-SE "L" STREET and
NE 9th STREET-NE "F" STREET-GRANTS PASS
REDWOOD HIGHWAY
Traffic Signals

The project consisted of the installation of pretimed two-phase traffic control signals and interconnection to existing signal system. The project was recommended for acceptance in the Final Inspection conducted by T. P. Lowe, Area Engineer, on November 25, 1975.

The final contract cost was $42,253.20 which is an overrun of 0.8 percent. Information on the overruns and underruns as well as the material certification is on file in the Division Office.

RECEIVED
MAR 11 1976
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. LOWE		SIGNATURE: Original signed by G. K. Hossner	
TITLE: T. P. Lowe, Area Engineer	DATE: 2/23/76	TITLE: G. K. Hossner, District Engineer	DATE: MAR 10 1976

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

STATE COPY 8116

FORM APPROVED RCS HNO-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

1 2 4 5 8 9 12 13 15 16 18 19 22 23 24 25 27 28 30 31 33

To be completed by Washington Headquarters Personnel

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE: Oregon	COUNTY: Josephine		FEDERAL PROJECT NO.: T-5012(3)	URBAN ( ) RURAL (X)
ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		Y031	
20	FINAL CONSTRUCTION COST	DOL.	$38,853	
21	LENGTH OF PROJECT	MILES	0	

DATE STARTED: August 18, 1975
DATE COMPLETED: September 24, 1975
TOTAL NO. BRIDGES: 0

PART B *(To be completed by contractor - See instructions on reverse)* *(REMARKS Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS: 670		GROSS EARNINGS: $6,683
22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	$22,847	
9	PETROLEUM PRODUCTS	GAL.	297	
1	CEMENT	BBL.		
2	AGGREGATES PURCHASED	TON.		
92		CU. YD.		
3	BITUMINOUS MATERIAL	GAL.		
4	LUMBER	THSD BD FT		
5	TIMBER PILING	LIN. FT.		
7	REINFORCING STEEL	LB.	849	
8	STRUCTURAL STEEL	LB.		
10	EXPLOSIVES	LB.		
11	READY-MIXED CONCRETE	CU. YD	12	
12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
15	AGGREGATES PRODUCED	TON		
95		CU. YD.		
16	MISCELLANEOUS STEEL	LB.	5,112	
17	FENCING	LIN. FT.		
18	GUARDRAIL	LIN. FT.		
19	BRIDGE RAIL	LIN. FT.		
23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

CULVERT ITEMS

ITEM	SIZE (In.)	LGTH. (Lin. ft.)
6	CORRUGATED STEEL CULVERT	
13	CONCRETE PIPE	
14	CLAY PIPE AND DRAIN TILE	
25	CORR. ALUMINUM CULVERT	
26	CAST IRON PIPE	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

40 52 53 61 62 70

FORM PR- 47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

8115

December 10, 1975

Safeco Insurance Co. of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On December 5, 1975, we wrote to you concerning release of final payment on Contract No. 8115 awarded to Sims Electric of Medford, Inc., for traffic signal installation on S.E. 7th Street at S.E. "L" Street and N.E. 9th Street at N.E. "F" Street in Grants Pass on the Redwood Highway in Josephine County.

Final payment on this contract is $1,852.92 and the total contract amount is $37,242.92 including $189.67 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Sims Electric of Medford, Inc.
29 West Main Street
Medford, OR 97501

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

8115

FORM 81-724-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.E. 7th St. @ S.E. "L" St. & N.E. 9th St. @ N.E. "F" St. (Grants Pass)		WEEK ENDING: November 8, 1975
HIGHWAY: Redwood		SECTION PREFIX: 17-0604
		COUNTY: Josephine
NAME OF JOB: S.E. 7th St. @ S.E. "L" St. & N.E. 9th St. @ N.E. "F" St. (Grants Pass)	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Sims Electic of Medford, Inc.	CONTRACT NUMBER: 8115	FEDERAL AID PROJECT NUMBER: T-5012(3)
DATE OF CONTRACT: March 19, 1975	DATE WORK STARTED: August 18, 1975	ESTIMATED COMPLETION DATE: September 24, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 240	CALENDAR DAYS USED 178
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 74.2%
PROJECT AUTHORIZATION: $41,916.16		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $38,255.36	ENGINEERING AUTHORIZATION $3,660.80	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $38,852.93	ENGINEERING COST TO DATE $3,427.41	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 1.5 %	This Week 5.66 PERCENT OF AUTHORIZATION 93.6 %	DATE PROJECT WAS COMPLETED: September 24, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	2	Foggy, cloudy	0		
MONDAY	3	Clear, cool	0		
TUESDAY	4	Clear, cool	0		
WEDNESDAY	5	Overcast, rain	0		
THURSDAY	6	Cloudy, rain	0		
FRIDAY	7	Foggy, cloudy	0		
SATURDAY	8	Cloudy, rain	0		

Kinney ___ Richards
Bond ___ Glenn
Jackmond ___ Berg
Harwood ___
Johnsen ___
Walker ___

RECEIVED
NOV 10 1975
CONSTRUCTION SECTION

BEN GIFFORD

	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY 2	No activity all week.
MONDAY 3	Third notification sent.
TUESDAY 4	
WEDNESDAY 5	
THURSDAY 6	
FRIDAY 7	
SATURDAY 8	

REMARKS

STATUS: Semi-Final Estimate submitted October 22, 1975.
Third notification sent November 3, 1975.

NOTE: This is the final weekly report.

SIGNED Keith L. Martin LOCATION Grants Pass, Or.
Keith L. Martin, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

T.

TELEPHONE: 476-6641

214 S.W. 4TH ST

CITY OF GRANTS PASS
CITY HALL • FOURTH AND H STREETS
GRANTS PASS, OREGON 97526

October 13, 1975

Mr. Alfred Shirley, Jr.
State Highway Division
Regional Engineer
Region 3
P.O. Box 1128
Roseburg, Oregon 97470

Re: S.E. 7th St. @ S.E. "L" St. &
N.E. 9th St. @ N.E. "F" St.
(Grants Pass)
Redwood Highway
Josephine County
Contract No. 8115

Dear Mr. Shirley:

The City of Grants Pass has had an opportunity to review the traffic signals as installed at the above intersections. We find the signals to be installed according to meet the plans and specifications or any revisions thereto. We wish to thank you for your help in making this project possible.

Very truly yours,

Roy W. Norton
Public Works Director

RWN/dkl

cc: Keith Martin
State Hwy. Div.
P.O. Box 306
Grants Pass, Ore.

cy: Richards
Hildebrandt

OCT 1975

RECEIVED
COUNTY & CITY SECTION
OCT 17 1975
ENGR. COOR. CE AE UE
UPE CE RE RPE

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Grants Pass
City Hall
Grants Pass, Oregon 97526
Attention of Mr. Robert Mack, Manager

Request No. (assigned by staff engineer or head of division) CC 1504
Date July 23, 1975
Payer's Order No. (if any)
Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

TOPICS Project T-5012(3)
SE 7th Street at SE "L" Street and
NE 9th Street at NE "F" Street
City of Grants Pass

Itemized Statement: Advance Deposit $9,000.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for subject TOPICS project.		
		Contract No. 8115		$7,000.00
		Amount to be transferred		$2,000.00
		To be retained		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $9,000.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
17-0604-299

Submitted by:
Gary E. Zehner
Gary E. Zehner, Urban Program Engineer

Approved: Division Engineer

Approved: Department Head or Staff Engineer

RECEIVED
COUNTY & CITY SECTION
JUL 23 1975
ENGR. COOR. OE AE UE
MPE CE

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

STATE COPY

115

12

MONTHLY TRANSACTION NUMBER 4-13	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER -	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 3-27-75	COUNTY Josephine
MODIFICATION NUMBER 1		PROJECT NUMBER I-5012(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 10, 19 74, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,000	$ 41,028
Federal Funds	$ 750	$ 28,937.41
Other revisions		

This modification is made for the following reasons:

To include construction work contracted.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 27th day of March, 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E J Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glen W. Gray
(Division Engineer)
For G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division

Federal-Aid Project
No. T-5012(3)

S.E. 7th ST. @ S.E. "L" ST. AND N.E. 9th ST. @ N.E. "F" ST.

(GRANTS PASS) SECTION IN JOSEPHINE COUNTY

Salem, Oregon, March 20, 1975

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 2,300.00

Type Code Y031
Traffic Signal Installation (City Streets)

Temporary Protection and Direction of Traffic	All Required		$ 900.00
Temporary Signs	120 sq.ft.	4.50	540.00
Flagmen	80 hour	14.00	1,120.00
Traffic Signal Installation, Complete	All Required		32,648.00
	Subtotal		$ 35,208.00
	Engineering		2,520.00
	Engineering (Signal Controller Testing)		1,000.00
	Total		$ 38,728.00

Length of Project - - - - - - - - - 0.00 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 2,300.00	$ 1,796.00	$ 252.00	$ 252.00
Traffic Signal	38,728.00	27,141.41	3,794.24	7,792.35
	$41,028.00	$28,937.41	$ 4,046.24	$ 8,044.35

Group 1 - 100%

Contract No. 8115

Prefix No. 17-0604

S.E. 7th ST. AT S.E. "L" ST. AND N.E. 9th ST. AT N.E. "F" ST. (GRANTS PASS)

Nonparticipating - State Work

Permanent Signing	All Required	$ 100.00
Permanent Pavement Striping	All Required	300.00
		$ 400.00

8115

STATE COPY

9 1

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
5-85		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Josephine
	May 10, 1974	PROJECT NO. T-5012(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City of Grants Pass, S.E. 7th St. (Redwood Hwy.) @ S.E. "L" St. & N.E. "F" St. (Redwood Hwy. Spur) at 9th St.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING — Field work	4-30-74	0.00
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 78.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,000	$ 750

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. V. Smith
(Division Engineer)
for G. L. Green

Date executed by Division Engineer May 10 1974

Form PR-2 (Rev. 9-73)

Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. T-5012(3)

S.E. 7TH ST. @ S.E. "L" ST. AND N.E. "F" ST. @ 9TH (GRANTS PASS) SECTION
OF THE REDWOOD AND REDWOOD HWY. SPUR IN JOSEPHINE COUNTY

Salem, Oregon, May 6, 1974

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$1,000.00
	Total	$1,000.00
Length of Project - - - - - - - - - -	0.0 mile	

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E. (Field Work)	$ 1,000.00	$ 750.00	$ 125.00	$ 125.00
Retain in Program P.E. (PS & E Preparation)	1,000.00	750.00	125.00	125.00
Contract Work	37,000.00	28,900.00	4,050.00	4,050.00
Total	$39,000.00	$30,400.00	$4,300.00	$4,300.00

Prefix 17-0604

Group 1 - 100%

3115

J

bc: A. E. Johnson
Ralph Sipprell
Alfred Shirley
R. L. Schroeder
L. E. George

RDT:rj srb

1120-J
187-S

Mrs. Josephine R. Smith
1550 N.W. Sixth Street
Post Office Box 1210
Grants Pass, Oregon 97526

March 7, 1975

Dear Mrs. Smith:

Your March 3 letter suggested that a traffic signal should be installed at the corner of 9th and "E" in Grants Pass rather than 9th and "F" where a signal installation is now pending.

The State Highway Division worked very closely with local officials to determine where signals should be installed. The City originally suggested that signals be installed at 9th and "F" and at 9th and "E." Engineering investigations were then conducted which indicated that traffic signals were warranted at 9th and "F" but not at the intersection of 9th and "E."

These warrants I cited are the prescribed warrants as set forth in the Manual on Uniform Traffic Control Devices. These are nationally accepted warrants and have been adopted by the Oregon Transportation Commission. The warrants take into consideration traffic volumes, pedestrian volumes and the past accident experience.

When it was determined that 9th and "E" did not meet signal warrants, the City selected the intersection of 7th and "L" as an alternative. This intersection does meet the national warrants.

I hope this explains what has transpired in this matter. We have endeavored to obtain the most benefit from available funds by installing traffic signals at higher priority areas.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

cc: The Honorable E. D. Potts
The Honorable Cecil Johnson
The Honorable Gordon Christiansen

✓ MAIN OFFICE
[illegible] W. SIXTH STREET
POST OFFICE BOX 1210
GRANTS PASS, OREGON 97526

MEDFORD OFFICE
[illegible] CRATER LAKE AVENUE
MEDFORD, OREGON 97501

ROSEBURG OFFICE
[illegible] S. E. JACKSON
ROSEBURG, OREGON 97470

SALEM OFFICE
581 UNION STREET
SALEM, OREGON 97301

EUGENE OFFICE
1410 ORCHARD, ROOM 202
EUGENE, OREGON 97401

DISTRICT 4-J OFFICE
C/O ADMINISTRATION BLDG.
200 N. MONROE
EUGENE, OREGON 97401

PORTLAND OFFICE
200 MARKET BLDG. RM. 995
PORTLAND, OREGON 97201

BEND OFFICE
1814 NORTHEAST THIRD
BEND, OREGON 97701

GREATER OREGON HEALTH SERVICE

"HOSPITAL-DOCTOR SERVICE PLAN"

RECEIVED
STATE HWY ENG.
MAR 4 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | Calc
X

3 March 1975

Mr. Fred Klaboe
State Highway Commission
Salem, Oregon

Dear Mr. Klaboe:

Along with many others of our community, I have been concerned for quite some time over the fact that there is a very dangerous corner on the incoming highway street into Grants Pass off Highway 5. The street is F Street; the corner is 9th.

We find, to our dismay, that the stop light that was requested for 9th and E, by the Grants Pass City Council, the Josephine County Safety Council and others of us, has instead been delegated for 9th and F Street. I submit that Engineers of the State Highway Department coming into this town and checking the traffic flow might think that this was more of a dangerous corner than 9th and E, not being aware that it is not so much the traffic as the fact that cars and trucks coming in off the highway into the City are travelling at a higher speed than those that have just been forced to stop at a stop light at 7th and F Street, travelling out of the City.

There is also a bad blind spot because the street curves and the State Compensation Office is built to the sidewalk, making a very hazardous situation.

In addition, between 9th and 8th, there is a large church. Sunday mornings it is not unusual for three to four hundred children, many of them small, to be dismissed at 11 o'clock with very heavy traffic coming through. Already one of the prominent citizens of our City, Mrs. Sherman Dahl, was killed at the corner of 9th and E, because a car coming at a fast speed could not see the car in which she was riding with three other ladies driving south and crossing E at 9th, to the extent that it threw the car in which she was riding across the street and into a house and Mrs. Dahl was killed.

As a past member of the Josephine County Safety Council and a concerned citizen, I am asking for your reconsideration of the establishment of a stop and go sign at the corner of 9th and E, instead of 9th and F.

RECEIVED
[illegible] 1975

NOTED
A. E. JOHNS

NOTED
R. L. [illegible]

We are aware of the extent of the cost of this installation and, with you, want to see that it is put where it will do the utmost to protect pedestrian and motorist alike. We would hope that no further casualty must occur before this dangerous situation is corrected and sincerely request your reconsideration.

Very sincerely yours,

Josephine Smith

(Mrs.) Josephine R. Smith

JRS/ej

cc: Representative Cecil Johnson
Senator E. D. Potts
Mayor Gordon Christiansen
Mrs. Ray D. Colson, Josephine Cty. Safety Committee
Editor, The Daily Courier

8115

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE February 13, 1975

TO Alfred Shirley
Region III Engineer

FROM L. E. George
Traffic Engineer

NOTED
E. S. HUNTER

SUBJECT TOPICS Project
SE 7th Street at SE 'L' Street-
NE 9th Street at 'F' Street (Grants Pass) Section
Redwood Highway

It has been determined that it is in the best interest of both the City and State that the contract for the subject projects be awarded as soon as possible. This is scheduled for this months letting.

This office will furnish you with the revised plans, special provisions and estimate as soon as possible.

Any necessary revisions or corrections for these projects should later be initiated by the Resident Engineer with the contractor by a price agreement method.

BET:cr
cc: E. S. Hunter
C. G. Swenson

RECEIVED
FEB 14 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

TELEPHONE: 476-6641

214 S.W. 4TH ST

CITY OF GRANTS PASS

CITY HALL • FOURTH AND H STREETS
GRANTS PASS, OREGON 97526

February 7, 1975

Mr. Richard Unrein
Urban Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: TOPICS Project T-5012 (3)
S.E. 7th at S.E. "L" &
N.E. 9th at N.E. "F" St.

Dear Mr. Unrein:

Enclosed is the right-of-way certification by the City of Grants Pass for the above referenced TOPICS project. The Mayor's signature was authorized by City Council action on February 5, 1975.

Very truly yours,

Roy W. Norton
Public Works Director

RWN/dkl
Enclosure

Hopkins
Harwell
Holmes
Prange
Unrein
Palmer

RECEIVED
FEB 10 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

c R/W
CONSTRUCTION
ROAD DESIGN
REGION 3

OREGON STATE HIGHWAY DIVISION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

RECEIVED
COUNTY & CITY SECTION
FEB 10 1975
☐ ENGR. ☐ CONSR. ☐ UE ☐ AE ■ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

SUBJECT: Federal Aid Project No. TOPICS Proj. T-5012(3)

Project Name S. E. 7th St. at S. E. "L" St. and N. E. 9th St. at N. E. "F" St.

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

☑ Additional right-of-way will not be required for this project.

☑ There has been no displacement of persons from residences, farms, or businesses; or

☐ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Grants Pass, Oregon,

this 5 day of February, 19 75.

City of Grants Pass

Gordon Christensen
Mayor

[redacted]
City Auditor

R/W File No. _____

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-4-75

FEDERAL AID PROJECT NO. F-5012(3)

STATE PROJECT NO. SE 7TH ST. AT SE "L" ST. AND NE "F" ST. SECTION

COUNTY NAME: JOSEPHINE

PROGRAM NO.

ITEM NO. T-90

PROGRAM STAGE (Check) [ ] [X]

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

RECEIVED
STATE HWY ENGR
FEB 6'75
REFER TO Hunter
FOR

Info	Imes	R/D	D/R	Sgn	Act	File
					✓	

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JANUARY 29, 1975	JANUARY 29, 1975	PRIMARY ROUTE 3 AND SPUR
		STATE ROUTE NUMBER: PRIMARY ROUTE 25

GENERAL LOCATION:
CITY OF GRANTS PASS

GENERAL DESCRIPTION OF WORK:
INSTALLATION OF PRETIMED TWO-PHASE TRAFFIC CONTROL SIGNALS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] OTHER (Specify) Copies sent
- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
MR. RULIEN'S JANUARY 24, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED TITLE [illegible] ATTACHED.

PROJECT MANAGEMENT SECTION

Routing	Action	Info
P.M. Engineer		
Proj. Dev. Engr.		
Office Engr.		
County-City	FEB - 6 1975	
Federal Aid		
Inventory-Needs		
Mileage Control		
Prog. & Schedule		
Remarks:		

RECEIVED
FEB 6 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-4-75	Warren D. Cusick	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-20-75

FF RAL AID PROJECT NO. T-5012(3)

STATE PROJECT NO. SE 7TH ST. @ "L" STREET & NE 9TH ST. @ "F" STREET

COUNTY NAME JOSEPHINE

PROGRAM NO.

PROGRAM STAGE (Check) [ ] 1. [X] 2.

ITEM NO. T-90

FROM: L. GREEN, DIVISION ENGINEER, SALEM, OREGON

RECEIVED STATE HWY ENGR JAN 21 '75

REFER TO Hunter FOR

Info | Inves | R/D | D/R | Sign | Act | File

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

FEDERAL ROUTE NUMBER PRIMARY ROUTE 3 AND SPUR

STATE ROUTE NUMBER REDWOOD HIGHWAY PRIMARY ROUTE 25

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE JANUARY 20, 1975

GENERAL LOCATION: CITY OF GRANTS PASS

GENERAL DESCRIPTION OF WORK:
AS REQUESTED IN MR. RULIEN'S DECEMBER 13, 1974 LETTER YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) LOCATION/DESIGN APPROVAL.
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

LOCATION/DESIGN APPROVAL FOR THE SUBJECT PROJECT IS HEREBY GRANTED. I CONCUR THAT TIMESAVING PROCEDURES ENUMERATED IN FHPM 6-8-2.2 PARAGRAPH 5c APPLY TO THIS PROJECT.

By R

RECEIVED JAN 21 1975 OFFICE OF ASSISTANT STATE HIGHWAY ENGINEER

DATE 1-20-75

SIGNATURE OF APPROVING OFFICIAL

TITLE DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

(1)

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

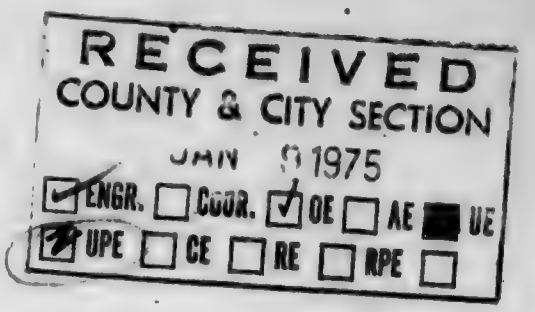
Date: January 8, 1975

Section: SE 7th @ SE "L" St. & NE 9th @ NE "F" St. (Grants Pass)

Highway: Redwood

County: Josephine

Prefix: 17-0604



BID SCHEDULE

Item No	Item	Quantity and Unit	Unit Price	Amount
1.	Temporary Protection and Direction of Traffic for _____	All Specified Lump Sum		$ 550
2.	Temporary Signs for _____	per sq. ft. 120	$ 9.50	$ 1,140
3.	Flagmen for _____	per hr. 80	$ 12.50	$ 1,000
4.	Traffic Signal Installation, Complete for _____	All Specified Lump Sum		$ 36,770
5.				

ESTIMATED CONTRACT COST $ 39,460

ANTICIPATED ADDITIONAL ITEMS

Striping	$ 300
Signing	$ 100
Controller testing	$ 1,000
Other	$ ------
	$ 1,400

Engineering and Contingencies $ 40,860

ESTIMATED PROJECT COST $ 5,840

$ 46,700

Scheduled for letting February 27, 1975

Type of project TOPICS

Cost distribution _____

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

T
Gr Pass

Date: December 20, 1974

Section: SE 7th at SE "L" St. and NE 9th at NE "F" St. (Grants Pass)

Highway: Redwood

County: Josephine

Prefix: 17-0604

RECEIVED
COUNTY & CITY SECTION
JAN 7 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

BID SCHEDULE

Item No	Item	Quantity and Unit	Unit Price	Amount
1.	Temporary Protection and Direction of Traffic for _____	All Specified Lump Sum		$ 550
2.	Temporary Signs for _____	per sq. ft. 120	$ 9.50	$ 1,140
3.	Flagmen for _____	per hr. 80	$ 12.50	$ 1,000
4.	Traffic Signal Installation, Complete for _____	All Specified Lump Sum		$ 34,100
5.				

ESTIMATED CONTRACT COST $ 36,790

ANTICIPATED ADDITIONAL ITEMS

Striping	$ 300.00
Signing	$ 100.00
Controller testing	$ 1,000.00
Other	$ --
	1,400.00

Engineering and Contingencies $ 38,190

ESTIMATED PROJECT COST $ 5,510

$ 43,700 ✓

Scheduled for letting February 27, 1975

Type of project TOPICS

Cost distribution City Share $8,350

1-8-74
City says $9,300 budgeted for this Job.
DEJ

TRA 16-6

FORM E-99

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE December 17, 1974

TO L. W. Rulien
Project Management Engineer

FROM L. E. George
Traffic Engineer

RECEIVED
COUNTY & CITY SECTION
DEC 19 1974
☑ ENGR. ☑ COOR. ☐ UE ☒ AE ■ UE
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

SUBJECT Signal Contract Scheduling

The signal at the Santiam Highway at Milton Street in Lebanon, now scheduled for the February 27, 1975 letting, should be rescheduled for the March 27, 1975 bid opening. There is a right-of-way problem that will affect the placement of a signal pole that must be resolved before this project can be brought to contract.

The signals for Grants Pass at S.E. 7th Street, at S.E. "L" Street and N.E. 9th Street at N.E. "F" Street, are presently scheduled for the March 27, 1975 letting and should be rescheduled for February 27, 1975.

Would you please also add the following signal project to the February 27, 1975 letting.

- Adams St. at 4th St. (McMinnville) Section
  Pacific Hwy. West - Yamhill County

This project is estimated to cost $21,232 and the entire cost is to be borne by the city.

WRZ:rj

cc: Gary Zehner
Alfred Shirley
C. O. Fredrickson
C. G. Swenson

TELEPHONE: 476-6641

214 S.W. 4TH ST.

CITY OF GRANTS PASS

CITY HALL • FOURTH AND H STREETS
GRANTS PASS, OREGON 97526

October 28, 1974

TO: Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

SUBJECT: TOPICS Project T-5012 (3)
Intersections as follow:
S.E. 7th St. with S.E. "L" St.
N.E. 9th St. with N.E. "F" St.
City of Grants Pass, Josephine County, Oregon

This negative declaration is to accompany our request for location/design approval of the subject project

LOCATION AND DESCRIPTION OF PROJECT — The project consists of the installation of two traffic signals which will interconnect with the existing City of Grants Pass traffic signal system. S. E. 7th Street in Grants Pass is the Redwood Highway and part of a one way couplet. S. E. "L" Street is a major cross street in the central business district and traffic is now controlled on the side street with stop signs. N. E. 9th Street is the eastbound half of a one way couplet which is also the Redwood Highway spur. This couplet provides the connection from the Redwood Highway to Interstate 5 at the South Grants Pass Interchange. 9th Street is a cross street of this one way couplet and is a major north - south artery serving from S. E. "M" Street to N. E. "D" Street.

PURPOSE OF PROJECT — The installation of each of these traffic signals will implement the cross traffic movement. S. E. "L" Street carries considerable amounts of traffic as it intersects S. E. 7th Street and this traffic is subject to undo delays because of the traffic flow on 7th Street. N. E. 9th Street also carries considerable volumes of traffic as it intersects N. E. "F" Street. 9th Street traffic experiences undo delays in crossing N. E. "F" Street and the accident record of this intersection is significant.

DISCUSSION OF ENVIRONMENTAL IMPACTS

Warrants for the installation of traffic signals at these intersections was established in the areawide study under TOPICS prepared for the City of Grants Pass by Harstad Associates. At both of these intersections no additional right-of-way is needed and no other land uses will be affected by the project. There are both aerial and underground utilities, but the construction plan should not disturb or require underground or overhead utility moves. All utility moves required will be don separately from this project according to franchise agreements. Both of these intersections are fully improved with curb, gutter and paving and the 7th Street intersection has sidewalks in all quadrants. The "F" Street intersection has sidewalks in the northwest quadrant only. There are no plantings in these intersections which will be disrupted by the installation of traffic signals. It is possible that one of the traffic signal poles could also include provisions for the installation of a street light and eliminate the need for one pole at each intersection. The installation of these poles at the intersection would not be detrimental to the environment. All construction will be performed in existing street right-of-way now owned by the City of Grants Pass, and no individual private homes or businesses will be displaced by this proposal. There will probably be some inconvenience to the road user during construction due to intermittent restrictions of traffic flow; however provision will be made for temporary signing and adequate flagging to protect the moving traffic. Alternate routes bypassing the construction areas should not be necessary during the construction of these projects. The construction of these improvements at these intersections will increase the safety of the cross traffic and reduce the amount of waiting time required for the cross traffic movement.

BASIS FOR NEGATIVE DECLARATION

It is our conclusion that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, paragraphs 2 through 4, nor does it have the potential to significantly affect the quality or social or natural environment in an adverse manner.

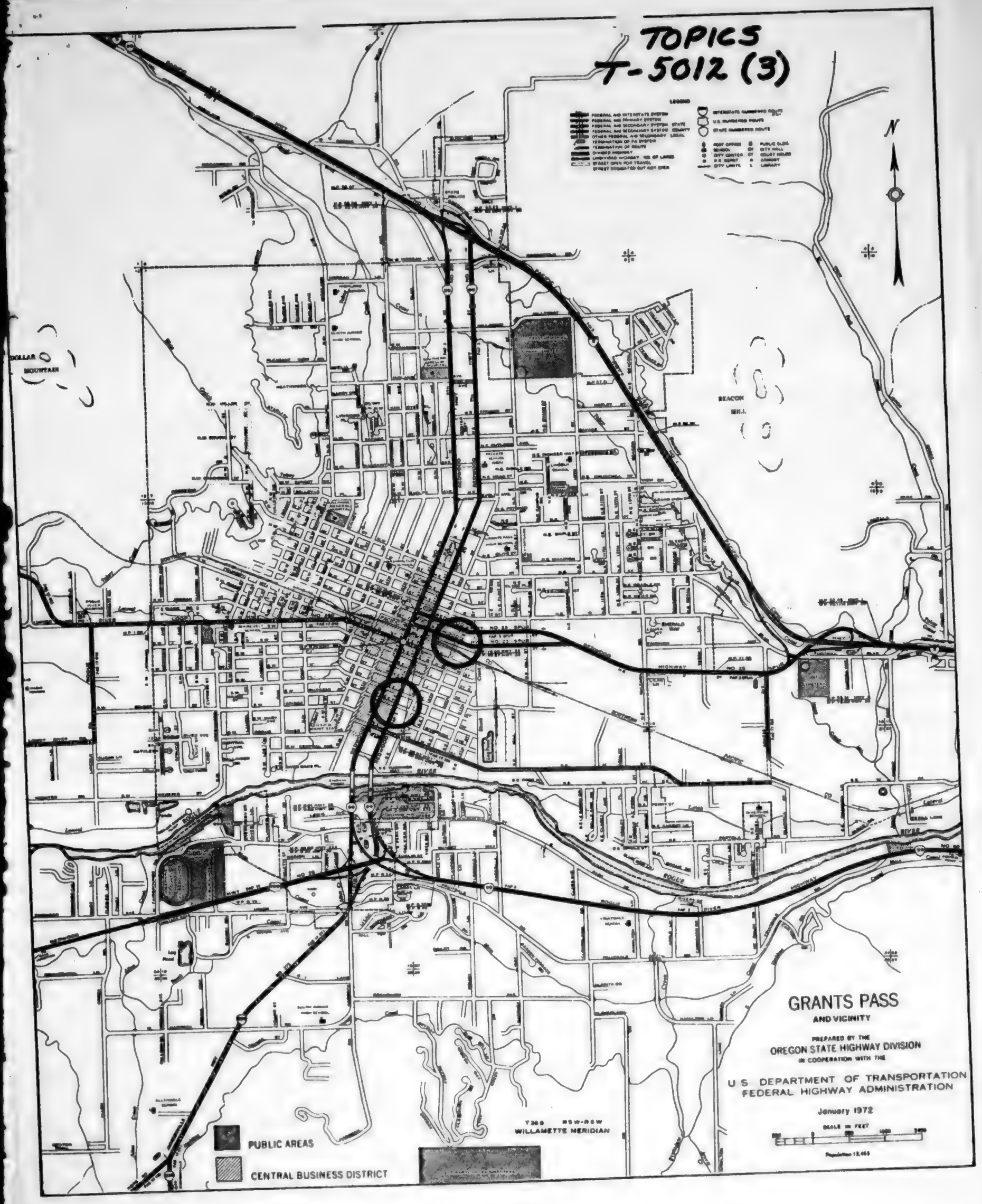
Very truly yours,

Roy W. Norton by DKL

Roy W. Norton
Public Works Director

RWN/dkl

TOPICS
T-5012 (3)



TRANSACTION NUMBER 5-22

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-30-74

BY (Signature): L. W. RULIEN'S APRIL 25, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 90 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
90	T-5012(3)	0.0	39,000	30,400	CITY OF GRANTS PASS SE 7TH ST. (REDWOOD HWY) @ SE "L" ST AND NE "F" ST. (REDWOOD HWY SPUR) AND 9TH ST. JOSEPHINE COUNTY STATE OF OREGON	PRELIMINARY ENGINEERING, INSTALL PRETIMED TWO-PHASE TRAFFIC CONTROL SIGNALS.

OTHER IDENTIFICATION AND/OR REMARKS (State)

RECEIVED
STATE HWY ENGR
MAY 2'74
REFER TO
FOR
Sig | A | C | K | Jurn | Act | File

4-30-74

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN DESIGN APPROVAL.

RECEIVED
MAY 2 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DIVISION

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-30-74	for G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 918-690

FORM PR-48
(Rev. 8-71)

8115

April 29, 1974

City of Grants Pass
City Hall
Grants Pass, OR 97526

Attention: Earl T. Simonsen
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 4948

Gentlemen:

Attached for your records is a fully executed copy of a TOPICS agreement for installation of traffic signals at two intersections on the Redwood Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc H. S. Cox (agree. att.)

8115

April 25, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. T-5012(3)

We are submitting program data for one TOPICS project, Item No. 90, Project No. T-5012(3), "SE 7th St. (Redwood Hwy.) at SE "L" St. and NE "F" St. (Redwood Hwy. Spur) at NE 9th St. (Grants Pass) Section", which we desire to have included in the Federal-aid TOPICS Highway Program.

The project program contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain design approval for the project.

We will request further authorization to proceed with preliminary engineering for PS & E preparation as soon as design approval is granted.

The project is exempt from State Clearinghouse and District 8 Clearinghouse review and comments under working agreements dated April 28, 1970 and December 1, 1970, respectively.

A public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

An environmental statement will be submitted in compliance with the requirements of PPM 90-1.

Enc.

JG:pr

Budget Bureau No. 41-R2067; Appro

U.S. DEPA
BUR

MONTHLY TRANSACTION NO. 5-22

DATE SUBMITTED TO F. O. APR 30 1974

FORM PR-1 (REV. 4-01) 4-25-74

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2 — REPORT NUMBER: 1 (10) (20) 21 — PROJECT LOCATION (45 typewriter spaces): City of Grants Pass 68

ADT — PRESENT: 15,800* / 6,500** — FUTURE: 16,800 / 5,000 (66) (70) — YEAR: 94 (71) (72)

REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): P.E. & Traffic Signals 58 — NATL. FOREST (63) (65)

EMERG. YR.: B-3 (72) (73) — PL. AUTH YR (74) (75)

PROJECT NUMBER — PREFIX LETTER (8): T- 14 22 — NUMBER: 5012 7

CARD — CLASS OF FEDERAL FUNDS: TOPICS

COUNTY NAME: Josephine — CODE: 033 (14) (16)

NAME OF URBAN AREA: Grants Pass 17-31

ROUTE NO. P — FEDERAL-AID: 3 & Spur — STATE: 25 & Spur (32) (36) (37) — U.S.: — (41)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(10-15)	(16)	41	42	43 46	53		(54) (58)	(59) (65)	(67) (70)		
5	10			1	PE	3	City of Grants Pass. SE 7th St. (Redwood Hwy.) @ SE "L" St. & NE "F" St. (Redwood Hwy. Spur) @ 9th St.	0.0	2,000	1,500	250	250 (City)
5					ROW							
5	30			3	CONST (CODE) Y031	3		0.0	37,000	28,900	4,050	4,050 (City)
							PROJECT TOTALS	0.0	39,000	30,400	4,300	4,300 (City)

(16) (23) (24) (33) REMARKS

RECEIVED
COUNTY & CITY SECTION
MAY 2 1974
☐ ENGR. ☑ CONR. ☐ UE ☐ AE ☐ UE
☐ HPE ☐ CE ☐ RE ☐ RPE ☐

CARD 1 — CODE 1 — PREPARED BY

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

APR 30 1974

FHWA OREGON DIVISION

* 7th @ L
** F @ 9th
NOTE: Future ADT assumes M111 St. Br. constructed.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

NO. 5-22

APR 30 1974

FORM PR-1 (REV. 4-61)

4-25-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces): City of Grants Pass

ADT — PRESENT: 15,800* / 6,500** — FUTURE: 16,800 / 5,000 — YEAR: 94

REGION: 10 — STATE NAME: Oregon — STATE CODE: 41 — APPN CODE: 077 — ITEM NO.: 90

PROPOSED WORK (35 typewriter spaces): & Traffic Signals — NATL. FOREST:

EMERG. YR.: B-3 — PL. AUTH YR.:

PROJECT NUMBER — PREFIX LETTER(S): T- — NUMBER: 5012 — SEQ. NO.: (3)

T. Projects Only — POST MI.: — DESIG.:

FUNDS: TOPICS

COUNTY NAME: Josephine — CODE: 033

PROGRAM STAGE: [ ] 1 OR [X] 2

AREA: Grants Pass

ROUTE NO. P — FEDERAL-AID: 3 & Spur — STATE: 25 & Spur — U.S.: ---

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					ESTIMATED PROJECT COST BY PHASES				
1	PE	3	City of Grants Pass. SE 7th St. (Redwood Hwy.) @ SE "L" St. & NE "F" St. (Redwood Hwy. Spur) @ 9th St.	0.0	2,000	1,500	250	250 (City)	P.E. all phases; install pretimed two-phase traffic control signals at two intersections & interconnect to existing signals.
	ROW								
3	CONST (CODE) Y031	3		0.0	37,000	28,900	4,050	4,050 (City)	ROW - 50' min.; Access control - none; Parking restrictions- none.
	PROJECT TOTALS			0.0	39,000	30,400	4,300	4,300 (City)	

RECEIVED
COUNTY & CITY SECTION
MAY 2 1974
☐ ENGR. ☑ COOR. ☐ JE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ UPE ☐

PREPARED BY

PROGRAM APPROVAL DATES

APR 30 1974

FHWA OREGON DIVISION

REMARKS

* 7th @ L
** F @ 9th
NOTE: Future ADT assumes Mill St. Br. constructed.

-OVER-

USCOMM-BUSCOMM-DC 49000-P61

SE 7TH ST. (REDWOOD HWY.) @ SE "L" ST. & NE "F" ST. (REDWOOD HWY. SPUR) @ NE 9TH ST. (GRANTS PASS) SEC.

PROJECT NO. T-5012(3)

Continued:

Existing Facilities: Each intersection as follows:

1. SE 7th St. (Redwood Hwy.-FAP 3) & SE "L" St.: No traffic control signal; stop signs on "L" St. SE 7th St. - - - 36' curbed section with AC surface; 3 lanes, one-way, northbound leg of couplet. SE "L" St. - - - 36' curbed section with AC surface; 2 lanes two-way.

2. NE "F" St. (Redwood Hwy. Spur-FAP 3 Spur) & NE 9th St.: No traffic control signal; stop signs on 9th St. NE "F" St. - - - 36' curbed section with AC surface, 2 lanes one-way, eastbound leg of couplet. NE 9th St. - - - 36' curbed section with AC surface, 2 lanes two-way.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.

2. Install pretimed two-phase traffic control signals at the preceding two listed intersections and interconnect to existing signals on 6th St. or 7th St. or both.

Additional Right-of-Way: None required.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

PPM 90-1 Requirements: Environmental statement will be submitte
pliance with the requirements of PPM 90-1.

A-95 Reviews: Exempt from State Clearinghouse and District 8 Cl
house under working agreements dated April 28, 1970 and December
respectively.

Public Hearings: None required under provisions of paragraph 6c

Maintenance of Traffic Operations Improvements: A state-city ag
covering maintenance obligations will be prepared to comply with
9 of PPM 21-18.

Data for PR-37:

a. Preliminary Engineering:

Field Work - - - - - - - - - - - - - - - -	$ 1,000
PS & E Prep. - - - - - - - - - - - - - - - -	1,000
Total	$ 2,000

b. 100% of project is on FA Primary System.

NOTE: The project is in Congressional District No. 4.

SE 7TH ST. (REDWOOD HWY.) @ SE "L" ST. & NE "F" ST. (REDWOOD HWY. SPUR) @ NE 9TH ST. (GRANTS PASS) SEC.

PROJECT NO. T-5012(3)

ties: Each intersection as follows:
St. (Redwood Hwy.-FAP 3) & SE "L" St.: No traffic control
; stop signs on "L" St. SE 7th St. - - - 36' curbed section
C surface; 3 lanes, one-way, northbound leg of couplet.
St. - - - 36' curbed section with AC surface; 2 lanes two-way.

St. (Redwood Hwy. Spur-FAP 3 Spur) & NE 9th St.: No traffic
l signal; stop signs on 9th St. NE "F" St. - - - 36' curbed
with AC surface, 2 lanes one-way, eastbound leg of couplet.
St. - - - 36' curbed section with AC surface, 2 lanes two-way.

The proposed work is as follows:

ases of preliminary engineering.

l pretimed two-phase traffic control signals at the preceding
isted intersections and interconnect to existing signals on
. or 7th St. or both.

t-of-Way: None required.

istance Payments: None involved as additional right-of-way is

Railroads, Airports, Water Developments, Historical and
eas: None involved.

PPM 90-1 Requirements: Environmental statement will be submitted in compliance with the requirements of PPM 90-1.

A-95 Reviews: Exempt from State Clearinghouse and District 8 Clearinghouse under working agreements dated April 28, 1970 and December 1, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM ~~90-1~~ 20-8.

Maintenance of Traffic Operations Improvements: A state-city agreement covering maintenance obligations will be prepared to comply with paragraph 9 of PPM 21-18.

Data for PR-37:

a. Preliminary Engineering:

Field Work	$ 1,000
PS & E Prep.	1,000
Total	$ 2,000

b. 100% of project is on FA Primary System.

NOTE: The project is in Congressional District No. 4.

COUNTY & CITY

Grants Pass
T

4-18-74

STATE OF OREGON)
COUNTY OF JOSEPHINE) ss.
CITY OF GRANTS PASS)

I, Earl T. Simonsen, the duly appointed, qualified and acting City Auditor of the City of Grants Pass, and the legal custodian of the books and records of the City of Grants Pass, Oregon, do hereby certify that I have prepared the foregoing copy of RESOLUTION No. 764 and have carefully compared the same with the original thereof and it is a true and correct transcript of the original RESOLUTION NO. 764 and the whole thereof as the same appears on file and of record in the official records of the City of Grants Pass in my custody.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Corporate Seal of the City of Grants Pass, Oregon, this 18th day of April, 19 74.

City Auditor

RECEIVED
COUNTY & CITY SECTION
APR 22 1974
ENGR. COOR. CE AE CE
RPE CE RE RPE

RECEIVED
COUNTY & CITY SECTION
APR 22
ENGR. COOR. AE UE
OPE CE RE RPC

RESOLUTION NO. 764

WHEREAS, Federal funds have been made available to the City of Grants Pass for the increasing of capacity and safety of city streets of the City of Grants Pass under the Federal-aid Highway Act of 1968, Chapter 1 of Title 23 of the United States Code, Section 135, "Urban Area Traffic Operations Improvement Program" known as Urban Traffic Operations Program to Increase Capacity and Safety or TOPICS; and

WHEREAS, it is necessary and desirable that the Common Council of the City of Grants Pass give certain authority under the said Federal Act in order that the said Federal funds may be made available to the City of Grants Pass; and

WHEREAS, it is both necessary and desirable that the capacity and safety of certain streets of the City of Grants Pass be improved or changed, thereby increasing their safety and capacity; and

WHEREAS, the Common Council of the City of Grants Pass approves of any action necessary to successfully make application for and utilize the said Federal funds under the said Federal Act for the said purpose,

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Grants Pass, Oregon, in regular session this 17th day of April, 1974, that the intersections of S.E. 7th and S.E. 'L' Streets and N.E. 9th and N.E. 'F' Streets in the City of Grants Pass, Josephine County,Oregon, are eligible and necessary intersections to be included as a project under the said Federal Act for such Federal funds as may be available for the necessary increasing of the capacity and safety of the said intersection and the administration of the City of Grants Pass is directed to make all applications and do all acts and take all steps necessary to make the said intersections available for the said funds as a project under the aforementioned Federal Act.

ADOPTED by the Common Council of the City of Grants Pass, Oregon, this 17th day of April, 1974.

SUBMITTED to and approved by the Mayor of the City of Grants Pass, Oregon, this 17th day of April, 1974.

Mayor

ATTEST:

City Auditor

Form E-23 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section SE 7th @ SE "L" (Grants Pass) Date April 2, 1974

Highway NE "F" @ NE 9th FAP 3 and FAP 3 Spur Authorization No. 1

County Josephine Survey Prefix 17-0604 (Assigned by Salem office)

Description of termini, route, length, etc.:

RECEIVED
COUNTY & CITY SECTION
AUG 1 1974
☐ ENGR. ☑ COOR. ☑ CE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

TOPICS

Purpose of survey: Prepare plans, estimate, and specifications for traffic signal installation.

Estimate of cost:

Resident Engineer	(901)	$ 800.00
Final Design	(905)	150.00
Traffic	(911)	1,600.00
Specifications	(921)	250.00

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $.....

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by: .....
Traffic Office Engineer

Recommended for Approval: .....
Traffic Control Engineer

Recommended for Approval: .....
Traffic Engineer

Approved: .....
Assistant State Highway Engineer

SP*12004-704

8115

March 20, 1974

file with Sec of State

TO Oregon Transportation Commission

SIGNED BY
E. B. KLABOE

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Proposed TOPICS Projects

There will be before you at the March 27 meeting requests from eight cities for approval of TOPICS project applications.

Coos Bay's project involves traffic signal replacement at four intersections on the Oregon Coast Highway. The total project cost is estimated to be $64,000, of which the State and City will each pay approximately $10,000.

Forest Grove's project consists of upgrading traffic signals at nine intersections on the Tualatin Valley Highway (Pacific Avenue-19th Avenue Couplet). The total project cost is estimated to be $22,000, of which the State and City will each pay approximately $2,500.

Gladstone's project consists of the installation of a traffic control signal on the Pacific Highway East (McLoughlin Blvd.) at Gloucester Street. The total project cost is estimated to be $30,000, of which the State and City will each pay approximately $3,500.

The Grants Pass project consists of the installation of traffic control signals at two intersections on the Redwood Highway (S.E. 7th Street at S. E. "L" Street and N.E. 9th Street at N.E. "F" Street). The total project cost is estimated to be $39,000, of which the State and City will each pay approximately $4,500.

Lake Oswego's project is for the installation of traffic control signals on the Oswego Highway (State Street) at Foothills Road. The total project cost is estimated to be $24,000, of which the State and City will each pay approximately $3,500.

Lebanon's project involves the modifications of an existing traffic control signal on the Santiam Highway at Milton Street. The total project cost is estimated to be $20,000, of which the State and City will each pay approximately $5,000.

Newberg's project consists of upgrading traffic control signs on a citywide basis and the realignment of the intersection of Illinois and Main Streets (Yamhill-Newberg Highway). The total project cost is estimated to be $13,000, of which the State and City will each pay approximately $1,500.

Roseburg's project involves the modification of existing traffic control signals on the Oakland-Shady Highway (Stephens Street) at Diamond Lake Boulevard. The total project cost is estimated to be $20,000, of which the State and City will each pay approximately $2,000.

These projects have been investigated and are eligible for funding under the Federal Aid TOPICS program.

I recommend your approval and request authority to sign project agreements for and on your behalf.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. E. George
L. W. Rulein
V. E. Skoog
J. H. Versteeg
Victor D. Wolfe
H. S. Cox
E. L. Hardt
C. O. Fredrickson
A. Shirley
W. E. Schwartz
Gary Sund
R. E. Whipps

RB:ljt cm

STATE SHARE

10,000

2,500

3,500

,500

500

000

500

00

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)0

SUMMARY, TOPICS FUNDS
Fiscal Years 1970, 1971, 1972 & 1973 Projects

CITY	SECTION	PROJECT ESTIMATE	FEDERAL SHARE	STATE SHARE
COOS BAY	Curtis Avenue-Johnson Avenue, Oregon Coast Highway	$ 64,000	$ 34,000	$10,000
FOREST GROVE	Main Street-Hawthorne Street, Tualatin Valley Highway	22,000	17,000	2,500
GLADSTONE	Pacific Highway East @ Gloucester Street	30,000	23,000	3,500
GRANTS PASS	SE 7th Street @ SE "E" Street & NE 9th Street @ NE "F" Street	39,000	30,000	4,500
LAKE OSWEGO	Oswego Highway @ Foothills Road	24,000	17,000	3,500
LEBANON	Santiam Highway @ Milton Street	20,000	10,000	5,000
NEWBERG	Main Street @ Illinois Street	13,000	10,000	1,500
ROSEBURG	Oakland-Shady Hwy. @ Diamond	20,000	16,000	2,000
	TOTAL NEW PROJECTS	$232,000	$157,000	$32,500

SUMMARY BY FISCAL YEAR (FEDERAL FUNDS)	1970,71&72	1973	TOTAL
Allocated Funds (Federal)	$4,153,000	$870,000	$5,023,000
Approved Projects (corrected to date)	4,153,000	422,000	4,575,000
Balance	---	448,000	448,000
~~Proposed~~ Projects: 3/27/74	---	157,000	157,000
Unprogramed Balance	---	$291,000	$ 291,000

copy in minutes

74-c
3/18/74

CITY OF GRANTS PASS
PROPOSED TOPICS PROJECT

S.E. 7th Street (FAP 3) @ S.E. "L" Street & N.E. "F" Street (FAP 3 Spur) @ N.E. 9th Street (Grants Pass) Section.

Traffic signal installation, $39,000.

Install pretimed two-phase traffic control signals at both intersections.

Interconnect new traffic signals with existing signals.

A public hearing will not be required.

This project is exempt from District 8 and State Clearinghouse review per working agreements dated December 1, 1970 and April 28, 1970 respectively.

74-c
3/18/74

CITY OF GRANTS PASS
PROPOSED TOPICS PROJECT

S.E. 7th Street (FAP 3) @ S.E. "L" Street & N.E. "F" Street (FAP 3 Spur) @ N.E. 9th Street (Grants Pass) Section.

Traffic signal installation, $39,000.

Install pretimed two-phase traffic control signals at both intersections.

Interconnect new traffic signals with existing signals.

A public hearing will not be required.

This project is exempt from District 8 and State Clearinghouse review per working agreements dated December 1, 1970 and April 28, 1970 respectively.

74-C
3/18/74

PROPOSED TOPICS PROJECT

SIGNED ROUTES

INTERSTATE 6
U.S. 00
ORE. 00

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- CH City Hall
- CT Court House
- A Armory
- L – Library
- Street open for travel
- Street dedicated but not open.
- City Limits.

GRANTS PASS

JOSEPHINE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 12,700

Scale in Feet

Revised January 1967

SHEET ARRANGEMENT

1	2
3	4

SHEET 3 OF 4 SHEETS

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

RECEIVED
COUNTY & CITY SECTION
MAR 7 - 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

TOPICS PROJECT REQUEST

Date February 28, 1974

Name of City Grants Pass

Major Street Name S.E. 7th St.

Section Name Redwood Highway, I5 to South Grants Pass Interchange

Location of Project (Attach sketch map) Length Intersection

On Which System? Primary I _____ Primary II X or Secondary _____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? Yes Date PLAN approved: December 5, 1973; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? _____ (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes

Explain Intersection (S.E. 7th St. and S.E. "L" St.) Redwood Highway and City Street)

General description of proposed project: Install traffic signals at intersection of S.E. 7th St. and S.E. "L" St.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: Intersection S.E. 7th St. and S.E. "L" St.

2. Type: a. Traffic Control _____
   1. Pretimed X
   2. Traffic-actuated
      (a.) Full traffic-actuated _____
      (b.) Semi-traffic-actuated _____
      (c.) Volume density-actuated _____
      (d.) Pedestrian actuated _____

   b. Flashing Beacon _____

Footnotes:

c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two __X__
   b. Three _____
   c. Multiple _____

4. Is interconnection for coordination necessary? __X__ Remarks: ___
Connect to existing on S.E. 7th St.

If so, by cable or leased telephone line? Leased telephone

5. Type of Suspension:
   a. Mast Arm __X__
   b. Span Wire _____
   c. Signal Bridge _____

6. Paint Color Desired: _____

7. Present Signalization: None

8. Other Remarks: _____

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: _____

2. Type: a. Mercury Vapor _____
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II _____
   c. III _____
   d. IV _____
   e. V _____

Footnotes:

4. Luminaire Wattage:
   a. 175 _____
   b. 250 _____
   c. 400 _____
   d. 700 _____
   e. 1000 _____

5. Luminaire Spacing: _____

6. Maintained Intensity: _____

7. Uniformity Ratio: _____

8. Proposed Mounting Height:
   a. 30 ft. _____
   b. 40 ft. _____
   c. 45 ft. _____
   d. 50 ft. _____

9. Pole Type: a. Wood _____
   b. Steel _____
   c. Aluminum _____

10. Operating Voltage: a. 120 _____
    b. 240 _____
    c. 480 _____
    d. Series _____

11. Type of Wiring: a. Overhead _____
    b. Underground _____

12. Present Illumination: _____

_____

_____

_____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: _____

2. Desired Work: _____

3. Typical Cross Section: _____

4. Curbs? _____ If so, a. Type Desired: (Standard, monolithic, rolled, or special) _____
   b. Exposure _____ inches
   c. Width between curbs _____ ft.
   d. Desired curb radius _____ ft.

5. Surfacing: A.C._____ P.C.C. _____ Oil _____ Other _____

6. Present Typical Cross Section and Surfacing: _____

7. Traffic Control Signing:
   a. By City at City Expense?_____
   b. By State at City Expense?_____
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   a. By City at City Expense?_____
   b. By State at City Expense?_____
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length _____ft.
   b. Width _____ft.
   c. Type _____
   d. Location: _____

Footnotes:

IV. STRUCTURE DATA:

1. Location: _____
_____
_____

2. Desired Work: _____
_____
_____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____
_____

7. Is a particular type of structure and design desired? _____
Explain: _____
_____
_____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____
Width _____ ft.
d. Shoulders: Type _____
Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____
(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? _____ s.)
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____

_____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 60 ft.
   a. Maximum: 60' ft. 7th and "L" Streets
   b. Minimum: _____ ft.

2. Will additional right-of-way be needed? No Explain: _____

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: _____

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: _____

8. Are utilities on existing right-of-way by? Permit _____ or Franchise No (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner _____, and dates between which water can be turned off:
   From _____ To _____ Location: _____

10. Are there any railroad crossings? No Location: _____

Footnotes:

TOPICS PROJECT REQUEST

UTILITIES LIST

7th Street

Pacific Power & Light Co.	Power	Aerial
Pacific Northwest Bell	Telephone	Aerial
California-Pacific Utilities	Gas	Underground
S.O. Cable T.V.	Cable TV	Aerial
City of Grants Pass	Water	Underground
City of Grants Pass	Sanitary Sewer	Underground
City of Grants Pass	Drainage	Underground

a. Name of Railroad _____

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____
(1.) Does City wish State to prepare P.U.C. hearing data? _____
(2.) Will P.U.C. application be made by? State _____ City _____
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 46,390
(Federal + State + City)

2. Estimated Cost of Requested Project $ 19,500

3. Date Match Money is Available: Sept. 1, 1974

4. Will there be any 100% City money? No
(Non-participation items)

5. Maximum Amount of 100% City Money: $ _____

Footnotes:

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: Approved by City Council of Grants Pass, December 5, 1973

2. Existing Conditions Necessitating This Proposed TOPICS Project: See Exhibit B (Page 48, 49, Project 3 TOPICS, An Areawide Plan for the Grants Pass, Oregon Urban Area 1973) Harstad Assoc. Inc.

3. This Project Would Accomplish the Following:

This application is not complete unless a sketch map showing the location of the project is attached.

The Grants Pass City Council on the 20th day of February, 19 74, adopted Resolution No. 750 or Ordinance No. _____, as the case may be, requesting this TOPICS project.

By Viola E Hawley

By _____

T-1-69
(rev. 12-70)

CITY OF GRANTS PASS

TOPICS PROJECT REQUEST

EXHIBIT "B"

PROJECT 3 - Installation of Traffic Signals on Seventh Street at "I" and "L" Streets

Presently the approaches to Seventh Street at both "I" Street and "L" Street experience considerable delay due to the high traffic volume on Seventh Street. Seventh Street is a one-way street with several intersection along it controlled by traffic signals which have been interconnected to provide good signal progression.

Project 3, as shown in Figure 10, recommends the installation of two phase fixed-time traffic signals at both intersection. The signals would be tied into the existing C.B.D. signal system. This will reduce their negative effect on Seventh Street traffic. Both of the intersections satisfy the conditions set forth in Warrant 2, Interuption of Continuous Traffic.[10] The intersection of Seventh Street and "I" Street meets this warrant during the hours of 9 a.m. to 6 p.m. while the intersection of Seventh Street with "L" Street meets the warrant from 10 a.m. to 6 p.m.

STATE OF OREGON)
COUNTY OF JOSEPHINE) ss.
CITY OF GRANTS PASS)

I, Earl T. Simonsen, the duly appointed, qualified and acting City Auditor of the City of Grants Pass, and the legal custodian of the books and records of the City of Grants Pass, Oregon, do hereby certify that I have prepared the foregoing copy of Excerpts from City Council Meeting, February 20, 1974 TOPICS Program - 7th & L St. and Resolution #750 and have carefully compared the same with the original thereof and it is a true and correct transcript of the original Common Council Meeting and the whole thereof as the same appears on file and of record in the official records of the City of Grants Pass in my custody.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Corporate Seal of the City of Grants Pass, Oregon, this 1st day of March, 19 74.

Viola E. Hawley
City Auditor

CITY OF GRANTS PASS OREGON

MEMORANDUM

TO: City Manager

FROM: Public Works Director

DATE: February 19, 1974

SUBJECT: TOPICS Program

The City of Grants Pass has been engaged in the TOPICS Program which is a participation program jointly funded by the Federal Government, the State and the local agency to make traffic improvements related to capacity and safety. The improvement currently under construction at the intersection of 4th and Bridge Street is being done under the TOPICS Program.

The TOPICS Program is being phased out and the un-programmed balance for the City is $46,390 composed of Federal Funds of $27,833, State Funds of $9,280 and City Funds of $9,280.

At the regular Council meeting of January 2, 1974, the Council selected as TOPICS Projects the intersections of 9th and "E" Streets and 9th and "F" Streets. Improvements at these intersections would consist of traffic signal installations. The Highway Department reviewed the signalization of these intersections for eligibility under the TOPICS Program. Their decision was that 9th and "F" Streets does meet the requirements while 9th and "E" Streets do not. 9th and "E" Streets fail to meet the warrants for traffic signal installation as detailed in the Manual on Uniform Traffic Control Devices for Streets and Highways as published by the Department of Transportation, Federal Highway Administration. The State Highway Department suggested that an alternate to the 9th and "E" intersection be selected. The TOPICS Report as prepared for the City by Harstad Associates, Inc. listed two other intersections which do meet the warrants for installation of traffic signals. These intersections were 7th Street at "I" and 7th Street at "L" intersections. It is suggested that the intersection of 7th and "L" Street be selected as the alternate for 9th and "E" and that the traffic signalization at this intersection be done under the TOPICS Program.

The revised program to be presented to the State Highway Dept. as a TOPICS Project would then include the intersection of 9th and "F" Street and 7th and "L" Streets to be improved with traffic signals. Total estimated cost of this signalization for the two intersections is $39,000. Funding of this $39,000 is as follows:

Item	- Federal	$23,400
Item	- State	$ 7,800
Item	- City	$ 7,800

The City's portion of the funding is available in the County Projects Fund and amounts to $9,280 for Fiscal Year 1974/75.

A resolution has been prepared designating the traffic signalization of the intersections of 9th and "F" Street and TOPICS Funding. The transmittal of the resolution to the State Highway Commission will initiate the presentation of a full application for funding of these projects under the TOPICS Program.

Councilman Reese questioned why 9th and "E" had not been selected for signalization. Mr. Norton stated that the intersection did not meet the minimum traffic flow standards of TOPICS. Councilman Colson asked if participation in the TOPICS program was the only way for the city to get the state to participate. Mr. Norton replied that through TOPICS the city pays only 20% of the cost and

dealing directly with the state the city would pay 50% and not be assured of any high priority. Councilman Colson asked why 7th and "L" is recommended over 7th and "I". Mr. Norton replied that there is a greater traffic volume at 7th and "L". Mr. Norton stated that a resolution was prepared for Council consideration.

RESOLUTION NO. 750

WHEREAS, Federal funds have been made available to the City of Grants Pass for the increasing of capacity and safety of city streets of the City of Grants Pass under the Federal aid Highway Act of 1968, Chapter i of Title 23 of the United States Code, Section 135, "Urban Area Traffic Operations Improvement Program" known as Urban Traffic Operations Program to Increase Capacity and Safety or TOPICS; and

WHEREAS, it is necessary and desirable that the Common Council of the City of Grants Pass give certain authority under the said Federal Act in order that the said Federal funds may be made available to the City of Grants Pass; and

WHEREAS, it is both necessary and desirable that the capacity and safety of certain streets of the City of Grants Pass be improved or changed, thereby increasing their safety and capacity; and

WHEREAS, the Common Council of the City of Grants Pass approves of any action necessary to successfully make application for and utilize the said Federal funds under the said Federal Act for the said purpose,

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Grants Pass, Oregon, in regular session this 20th day of February, 1974, that the intersections of Ninth Street and "F" Street and Seventh and "L" Street in the City of Grants Pass, Josephine County, Oregon, is an eligible and necessary intersection to be included as a project under the said Federal Act for such Federal funds as may be available for the necessary increasing of the capacity and safety of the said intersection and the administration of the City of Grants Pass is directed to make all applications and do all acts and take all steps necessary to make the said intersection available for the said funds as a project under the aforementioned Federal Act.

ADOPTED by the Common Council of the City of Grants Pass, Oregon, this 20th day of February, 1974.

SUBMITTED to and approved by the Mayor of the City of Grants Pass, Oregon, this 20th day of February, 1974.

/s/ Gordon Christiansen
Mayor

ATTEST:

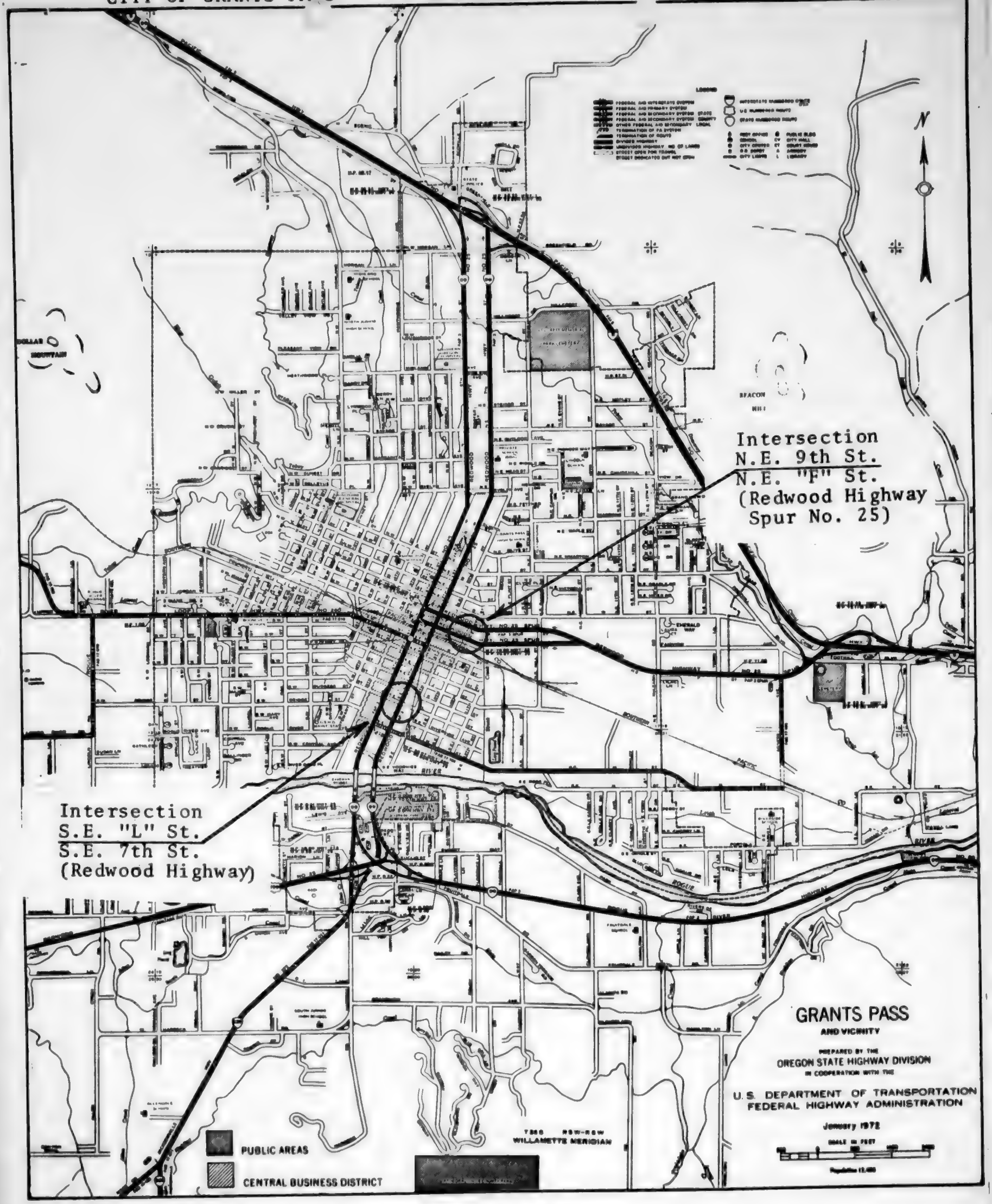
/s/ Earl T. Simonsen
City Auditor

A motion was made by Councilman Arnold to adopt the resolution. The motion was seconded by Councilman Smith and upon roll call vote the voting resulted as follows: "AYES" - Gibbs, Smith, Arnold, Reese, Colson, Bird and Thompson. "NAYS" - None. Absent: Dunkin.

Having received a favorable vote the Mayor declared that Resolution No. 750 had been adopted.

DDG195

CITY OF GRANTS PASS TOPICS PROJECT REQUEST



T

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 15, 1974

To: H. S. Cox
County-City Engineer
S A L E M

SUBJECT: Warrant Determination for two Grants Pass TOPICS Projects Application
Redwood Highway Spur
E and F Streets at 9th
Grants Pass

Attached are documents which indicate that the 9th and "E" intersection does not meet any of the standard warrants.

The 9th and "F" intersection technically does not meet the warrant either, but when 22 of 26 accidents (angle collisions) are a type preventable by signalization, it is good engineering practice to reconsider this particular location.

It is, therefore, recommended that Grants Pass' application be approved by the Highway Division based on the accident history and forwarded to FHWA for their concurrence.

Glen L. Clark

GLEN L. CLARK
Regional Traffic Engineer

GLC/jw
attach.
cc L. E. George
George Thornton

2/15/74 Approved Original signed by C

RECEIVED
COUNTY & CITY SECTION
FEB 19 1974
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

2/19/74
Phoned City [illegible]
will also request a signal at 9th.
Actual [illegible]

8116 Linn Co. Line-McKenzie Riv. 1975
Sec., Pac. Hwy.
(6.11 mi. grade, pave & sign) #2

V.6

t

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 5-1594160		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Lane
MODIFICATION NUMBER 2		Project Number I-RF-5-4(80)198

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 24 , 19 75 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,514,527.00	$ 2,510,972.00
Federal funds	$ 2,309,524.00	$ 2,306,743.72
Other revisions		

This modification is made for the following reasons:

To release appn code 073 funds to cover overrun on finaled project RF-28(10).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of May , 1985 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

~~XXX~~ By For: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 29, 1985

Federal-Aid Project No. I-RF-5-4(80)198

Linn County Line - McKenzie River Section
Pacific Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6706
Roadway (Rural Primary)(Sta. 17+00 to Sta. 256+00)

Subtotal of previous estimate of March 17, 1979				$	67,890.00
Previous Esimate					
Underseal Asphalt	220	Ton	170.00	$	37,400.00
Revised Estimate					
Underseal Asphalt	200	Ton	170.00	$	34,000.00
			Decrease	$	3,400.00
			Subtotal		64,490.00
			Engineering		9,181.00
			Total	$	73,671.00

Type Code 6706 (Safety)
Roadway (Interstate)(Sta. 13+38.17 to Sta. 336+00)

Total the same as previous estimate of March 17, 1975 $ 1,306,968.00

Type Code 6706 (Overlay)
Roadway (Interstate)(Sta. 13+38.17 to Sta. 336+00)

Total the same as previous estimate of March 17, 1975 $ 1,130,333.00

Length of Roadway (Interstate) ---------- 6.110 miles
(Rural Primary) ---------- 4.527 miles

Cost of Roadway (Interstate)(Safety) ---------- $213,906.38
(Interstate)(Overlay) ---------- $184,997.21
(Rural Primary) ---------- $ 12,639.27

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Rural Primary)	$ 73,671.00	$ 57,602.72	$ 16,068.28
Roadway (Safety) (Interstate)	1,306,968.00	1,206,070.00	100,898.00
Roadway (Overlay) (Interstate)	1,130,333.00	1,043,071.00	87,262.00
TOTAL	$2,510,972.00	$2,306,743.72	$204,228.28

Group 1: 98%; Group 2: 2%
Contract No. 8116
Prefix: 620-1063

RHZ:me

8116

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 4-181		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Lane
MODIFICATION NUMBER 1	4-29-83	Project Number I-RF-5-4(80)198

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 24 , 19 75 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,521,327.00	$ 2,714,527.00
Federal funds	$ 2,314,840.00	$ 2,309,524.00
Other revisions		

This modification is made for the following reasons: To release funds to cover 073 Post Yerial on another project.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of April , 1983 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Harry G. Potter

Manager, Program Section
(Title)

By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

STATE COPY

Gen. File

ATI

Oregon State Hignway Division
Salem, Oregon April 25, 1983

Federal-Aid Project
No. I-RF-5-4(80)198

Linn County Line - McKenzie River Section
Pacific Highway in Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6706
Roadway (Rural Primary)(Sta. 17+00 to Sta. 256+00)

Subtotal of previous of March 17, 1979			$ 74,690.00
Previous Estimate			
Underseal Asphalt	260 Ton	170.00	$ 44,200.00
Revised Estimate			
Underseal Asphalt	220 Ton	170.00	$ 37,400.00
		Decrease	$ 6,800.00
		Subtotal	67,890.00
		Engineering	9,336.00

Type Code 6706 (Safety)
Roadway (Interstate)(Sta. 13+38.17 to Sta. 336+00)

Total the same as previous estimate of March 17, 1975 — $1,306,968.00

Type Code 6706 (Overlay)
Roadway (Interstate)(Sta. 13+38.17 to Sta. 336+00)

Total the same as previous estimate of March 17, 1975 — $1,130,333.00

Length of Roadway (Interstate)---------- 6.110 miles
(Rural Primary)---------- 4.527 miles

Cost of Roadway (Interstate)(Safety)-----$213,906.38
(Interstate)(Overlay)---- 184,997.21
(Rural Primary)---------- 12,639.27

STATE COPY

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Rural Primary)	$ 77,226.00	$ 60,383.00	$ 16,843.00
Roadway (Safety) Interstate	1,306,968.00	1,206,070.00	100,898.00
Roadway (Overlay) Interstate	1,130,333.00	1,043,071.00	87,262.00
Total	$ 2,714,527.00	$ 2,309,524.00	$ 205,003.00

Group 1 98%; Group 2 2%
Contract No. 8116
Prefix: 620-1063

3116 STATE COPY K

Form Approved; O.M.B. No. 04-R2069

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
3-99 & 3-100	**FEDERAL-AID PROJECT AGREEMENT** 3-24-75	COUNTY Lane
		PROJECT NO. I-RF-5-4(80)198

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 McKenzie River N. to Linn Co. Line

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-29-75	6.11
OTHER *(Specify)*		

FUNDS: Interstate Pro Rata 92.28%
Rural Primary 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
RF 84,026 $ I = 2,437,301	RF = 65,699 $ I = 2,249,141

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. Wunstel

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glenn L. Green
(Division Engineer)

for G. L. Green

Date executed by Division Engineer 3-24-75

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-aid Project
No. I-RF-5-4(80)198

LINN COUNTY LINE - MCKENZIE RIVER SECTION

PACIFIC HIGHWAY IN LANE COUNTY

Salem, Oregon, March 17, 1975

Project Agreement Estimate.

Type Code 6706
Roadway (Rural Primary) (Sta. 17+00 to Sta. 256+00)

Mobilization	All Required (1%)		$	1,250.00
Temporary Protection and Direction of Traffic	All Required (3%)			1,200.00
Flagmen	200 hours	16.00		3,200.00
Drilling Holes	7,200 only	3.45		24,840.00
Underseal Asphalt	260 ton	170.00		44,200.00
	Subtotal		$	74,690.00
	Engineering			9,336.00
	Total		$	84,026.00

Type Code 6706 (Safety)
Roadway (Interstate) (Sta. 13+38.17 to Sta. 336+00)

Mobilization	All Required (99%)		$	123,750.00
Temporary Protection and Direction of Traffic	All Required (97%)			38,800.00
Temporary Signs	2,300 sq.ft.	3.50		8,050.00
Flagmen	2,300 hours	16.00		36,800.00
Clearing and Grubbing	All Required			25,000.00
Removal of Structure and Obstructions	All Required			30,000.00
Ditch Excavation	80 cu.yds.	6.75		540.00
Embankment in Place	64,700 cu.yds.	2.40		155,280.00
Trench Excavation	4,160 cu.yds.	5.00		20,800.00
Finishing Roadbed and Slopes	All Required			12,000.00
Furnishing and Placing Topsoil	43,200 cu.yds.	2.24		96,768.00
Watering	2,550 M-gals.	8.00		20,400.00
Aggregate Shoulders	112,500 tons	2.53		284,625.00
Concrete In Box Culverts	140 cu.yds.	133.00		18,620.00
Reinforcement In Box Culverts	17,500 lbs.	0.39		6,825.00
12-inch Culvert Pipe	272 lin.ft.	8.00		2,176.00
15-inch Culvert Pipe	1,404 lin.ft.	10.50		14,742.00
18-inch Culvert Pipe	118 lin.ft.	16.00		1,888.00
24-inch Culvert Pipe	410 lin.ft.	19.50		7,995.00
42-inch Culvert Pipe	370 lin.ft.	41.50		15,355.00

48-inch Culvert Pipe	84 lin.ft.	51.00	4,284.00
18-inch Irrigation Pipe	48 lin.ft.	16.00	768.00
24-inch Irrigation Pipe	72 lin.ft.	19.50	1,404.00
Concrete Inlets, Type G-1	5 only	350.00	1,750.00
Concrete Inlets, Type G-2MA	3 only	350.00	1,050.00
Concrete Inlets, Type M-E	28 only	570.00	15,960.00
Concrete Inlets, Type M-O	1 only	570.00	570.00
Concrete Inlets, Type B	1 only	350.00	350.00
Capping Inlets	1 only	55.00	55.00
4-inch Drain Pipe	49,760 lin.ft.	0.51	25,377.60
Special Filter Material in Drains	2,250 cu.yds.	9.00	20,250.00
Concrete Backfill	46,100 lin.ft.	0.46	21,206.00
Extra for Pipe Under Pavement	46,900 lin.ft.	0.17	7,973.00
Guard Rail, Type 2A	4,260 lin.ft.	7.15	30,459.00
Guard Rail, Type 3	250 lin.ft.	24.50	6,125.00
Guard Rail Anchors, Type I	11 only	205.00	2,255.00
Guard Rail Anchors, Type 2	7 only	308.00	2,156.00
Rail End Pieces, Type A	3 only	12.00	36.00
Rail End Pieces, Type C	11 only	138.00	1,518.00
Extra for Guard Rail Bridge Connections	10 only	247.00	2,470.00
Concrete Barrier	2,100 lin.ft.	16.00	33,600.00
Paved Culvert End Slopes	2,740 sq.ft.	1.90	5,206.00
Loose Riprap, Class 100	15 cu.yds.	34.50	517.50
Guide Posts	280 only	15.25	4,270.00
Roadside Seeding and Mulching	60 acres	455.00	27,300.00
Membrane Waterproofing	1,150 sq.yds.	9.75	11,212.50

Signing

Removal of Existing Sign Installations	All Required		1,950.00
Painted Wood Sign Posts	All Required		1,800.00
Sign Support Footings	All Required		5,700.00
Breakaway Sign Posts	All Required		10,080.00
Type "A" Signs in Place	135 sq.ft.	16.40	2,214.00
Type "C" and "D" Signs in Place	74 sq.ft.	8.00	592.00
Type "H" Signs in Place	36 sq.ft.	7.45	268.20
Move and Reinstall Existing Signs	All Required		612.00
			$1,171,752.80

Additional Items

Temporary Erosion Control (EW)	All Required	$ 10,000.00
On the Job Trainees (8@$800)	All Required	6,400.00
		$ 16,400.00
	Subtotal	$1,188,152.80
	Engineering	118,815.20
(Interstate, Roadway Safety)	Total	$1,306,968.00

Type Code 6706 (Overlay)
Roadway (Interstate) (Sta. 13+38.17 to Sta. 336+00)

Class "B" or Class "C" Asphalt Concrete Mixture	81,000 tons	5.00	$ 405,000.00
Class "E" Asphalt Concrete Mixture	15,650 tons	6.61	103,446.50
Asphalt Cement In Mixture	6,360 tons	75.00	477,000.00
Portland Cement Additive In Class "E" Mixture	160 tons	53.00	8,480.00
*Bond-breaker	900 sq.yds.	3.30	2,970.00
*Reinforcing Fabric	10,700 sq.yds.	1.12	11,984.00
Emulsified Asphalt	9 tons	230.00	2,070.00
Asphalt In Tack Coat	65 tons	125.00	8,125.00
			$1,019,075.50

Additional Items

Permanent Pavement Striping (EW)	All Required	$ 2,500.00
Stage Construction Striping (EW)	All Required	5,000.00
Adjust Bridge Drains (EW)	All Required	1,000.00
		$ 8,500.00
	Subtotal	$1,027,575.50
	Engineering	102,757.50
(Roadway, Int., Overlay)	Total	$1,130,333.00

*Experimental Category 2

Length of Roadway (Interstate) - - - - 6.110 miles
(Rural Primary)- - - 4.527 miles

Cost of Roadway Per Mile (Interstate) (Safety) - - - - - - - - - - - -	$ 213,906.38
(Interstate) (Overlay)- - - - - - - - - - - -	184,997.21
(Rural Primary) - - - - - - - - - - - - - - -	18,561.08

RETAINED IN PROGRAM STATUS

Post-Construction Study (Category 2) (SF)	All Required	$ 7,000.00
	Total	$ 7,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Rural Primary)	$ 84,026.00	$ 65,699.00	$ 18,327.00
Roadway (Interstate) (Safety)	1,306,968.00	1,206,070.00	100,898.00
Roadway (Interstate) (Overlay)	1,130,333.00	1,043,071.00	87,262.00
Subtotal	$2,521,327.00	$2,314,840.00	$206,487.00
Retained in Program Status	7,000.00	6,459.00	541.00
Total	$2,528,327.00	$2,321,299.00	$207,028.00

Group 1 - 98%; Group 2 - 2%

Contract No. 8116

Prefix No. 620-1063

LINN CO. LINE-McKENZIE RIVER SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$2,500.00

8116

8

September 1, 1977

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

A post-final payment for $10,520.58 will be made to Morse Bros., Inc. on Contract No. 8116 for work on the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County as soon as the warrant is prepared.

The total amount paid on this contract will be $2,136,549.58 including the post-final payment. Of the total, $10,035.11 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Morse Bros., Inc.
E. Grant Street
Lebanon, OR 97355

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8116

8

August 16, 1977

Kobin & Meyer
Attorneys at Law
Suite 800
610 S.W. Alder Street
Portland, OR 97205

Attention: Daniel J. Seifer

Gentlemen:

Thank you for your letter of August 11, 1977, advising us that your client, Tri-Way Construction Company's claim has been satisfied in full.

Our records indicate that this is in reference to Contract No. 8116 in Lane County. The claim was for labor, materials, equipment, etc., in the amount of $7,832.92.

This information is being noted in our records and we will advise all interested parties.

Very truly yours,

C. W. Head
COMMISSION SERVICES

NOTED ON [illegible]
8-16-77 kkr

CWH:kkr

cc: Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Safeco Insurance Company of America
4347 Brooklyn Ave., N.E.
Seattle, WA 98105

Morse Bros., Inc.
E. Grant Street
Lebanon, OR 97355

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
F. GORDON ALLEN
ELIZABETH YEATS
DAVID R. TRACHTENBERG

LEO LEVENSON
OF COUNSEL

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

AREA CODE 503
223-1107

August 11, 1977

Oregon Transportation Commission
Department of Transportation
State Highway Building
Salem, Oregon 97310

Attention: Mr. C. W. Head

Re: OSHD Contract No. 8116

Dear Mr. Head:

On October 1, 1976, this office filed claim against the bond taken from Morse Bros., Inc., as principal, and Safeco Insurance Company of America, as surety, pursuant to the referenced contract and state law, on behalf of our client, Tri-Way Construction Company.

Please be advised that this claim has been satisfied in full.

Very truly yours,

KOBIN & MEYER

Daniel J. Seifer

cc: Phil Cass
cc: Safeco Ins. Co. (Portland)
cc: Safeco Ins. Co. (Seattle)

RECEIVED
AUG 12 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8116

9

July 18, 1977

Safeco Insurance Co. of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On July 13, 1977, we wrote to you concerning release of final payment on Contract No. 8116 awarded to Morse Bros., Inc. for work on the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County.

Final payment on this contract is $17,098.48 and the total contract amount is $2,126,029.00 including $10,035.11 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Morse Bros., Inc.
E. Grant Street
Lebanon, OR 97355

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8116

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Linn Co. Line - McKenzie River		WEEK ENDING: March 26, 1977
		SECTION PREFIX: 620-1063
HIGHWAY: Pacific		COUNTY: Lane
NAME OF JOB: Linn Co. Line - McKenzie River	KIND OF WORK: Grade, Pave & Sign	
CONTRACTOR: Morse Bros., Inc.	CONTRACT NUMBER: 8116	FEDERAL AID PROJECT NUMBER: I-RF-5-4(80)198
DATE OF CONTRACT: Feb. 26, 1975	DATE WORK STARTED: April 14, 1975	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS / SPECIFIED CALENDAR Workdays 450	WORK DAYS USED / CALENDAR DAYS USED 498
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 111
PROJECT AUTHORIZATION: $2,587,408.08	ENGINEERING AUTHORIZATION $183,993.46	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $2,403,414.62	ENGINEERING COST TO DATE Corr. $219,401.26	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $2,140,063.50		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 10.6 %	PERCENT OF AUTHORIZATION 119 %	Nov. 10, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		Project complete			Typical		

	GRADING	SURFACING	SUBSTANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	6.11	6.11	6.11		6.11
MILES PARTIALLY COMPLETED					
MILES COMPLETED	6.11	6.11	6.11		6.11
TOTAL ESTIMATED QUANTITIES (CONTRACT)	64,700 CY	112,500 T	56,000 CY		96,659 T
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	63,110	109,048	45,842		90,321
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Project Complete				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY	Project complete			
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Keasey, Bond, Jackmond, Harwood, Johnsen, Walker

RECEIVED
MAR 28 1977
CONSTRUCTION SECTION

Richards, Glenn, Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	Project complete.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor anticipates grinding pavement to specified tolerances in the latter part of April.

Semi-final Estimate submitted to Region office Mar. 24, 1977.

FINAL REPORT

SIGNED D. W. Greene, Res. Engr. LOCATION Eugene, Or.

PRIME RESIDENT SUBMIT 3 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

10-27-76

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F-RF-5-4(80)198

STATE PROJECT NO.
Muddy Cr.-McKenzie River

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I 807 & RF-31

COUNTY NAME
Lane

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 29 '76
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
1-29-75	1-29-75	Interstate 5	Primary 1

GENERAL LOCATION:

I-5 McKenzie River - North 12.9 miles

GENERAL DESCRIPTION OF WORK:

Evaluation of Experimental fabric to reinforce flexible pavement as per approved work plan.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON AN AGREED FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 10-12-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 5 in the amount of $7,000 - Federal Funds $6,450.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-27-76	G. K. Hoosmer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

State Printing

8116

5145

files

FILED
OCT 14 1976
CLAY MYERS
SECRETARY OF STATE

RECEIVED
OCT 14 8 51 AM '76
CLAY MYERS
SECRETARY OF STATE

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

October 13, 1976

Kobin and Meyer
Attorneys at Law
Suite 800
610 S.W. Alder Street
Portland, OR 97205

NOTED ON
10-18-76

Attention: Daniel J. Seifer

Gentlemen:

This will acknowledge receipt of your letter of October 1, 1976, with attached Notice of Claim of Tri-Way Construction Company, stating that they have a claim in the amount of $7,832.92 for labor, materials, equipment, supplies and overhead.

From the description given, this appears to be in connection with the Morse Bros., Inc., Contract No. 8116 on the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County.

The Safeco Insurance Company of America furnished the bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

RECEIVED
OCT 18 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:fkn

cc Morse Bros., Inc.
Safeco Insurance Co. of America
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
MARK SILVERSTEIN
LEO LEVENSON
OF COUNSEL

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S.W. ALDER STREET
PORTLAND, OREGON 97205

AREA CODE 503
223-1107

October 1, 1976

CERTIFIED MAIL/RRR
#771012

Oregon Transportation Commission
Department of Transportation
State Highway Building
Salem, Oregon 97310

Attention: Mr. C. W. Head

Re: OSHD Contract #8116

Dear Mr. Head:

Enclosed for filing please find Notice of Claim on behalf of our client Tri-Way Construction Company, against the bond taken from Morse Bros. and Safeco regarding the referenced contract.

Thank you for your assistance.

Very truly yours,

KOBIN & MEYER

Daniel J. Seifer

Enclosure

RECEIVED
OCT 4 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

To: Oregon Transportation Commission
State Highway Building
Salem, Oregon 97310

Attention: C. W. Head

Re: OSHD Contract No. 8116

PLEASE TAKE NOTICE that the undersigned Tri-Way Construction Company has a claim in the amount of $7,832.92 against the bond taken from Morse Bros., Inc., as principal, and Safeco Insurance Company of America, as surety, for labor, materials, equipment, supplies and overhead used and to be used in the referenced contract for the construction of the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County, Oregon.

DATED: September 27, 1976.

TRI-WAY CONSTRUCTION COMPANY

By Robert A Thompson - Pres.

STATE OF OREGON)
) ss.
COUNTY OF Marion)

Before me personally appeared the above-named Robert A Thompson who is the Pres of Tri-Way Construction Company, and verified that the foregoing notice of claim is true to the best of his knowledge and belief.

RECEIVED
OCT 4 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Cecil R Rumelhart
Notary Public for Oregon
My commission expires: Feb. 25, 1979

-ruly yours,
KOBIN & MEYER
Daniel J. Se

-n accepted
-ion and, if so,

8116

September 22, 1976

Kobin & Meyer
Attorneys at Law
Suite 800
610 S.W. Alder Street
Portland, OR 97205

Attention: Daniel J. Seifer
Attorney at Law

Gentlemen:

This will acknowledge receipt of your letter of September 17, 1976, concerning the Morse Bros., Inc. Contract No. 8116, Linn County Line-McKenzie River Section of the Pacific Highway in Lane County.

Attached is a copy of the Performance Bond. It is my understanding that the bond is filed with the surety, Safeco Insurance Company of America.

As requested, we are also enclosing a copy of the Contract Payment Voucher Sheet Estimate No. 13 covering this contract.

This project is still incomplete.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr
Attachments

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
MARK SILVERSTEIN
LEO LEVENSON
OF COUNSEL

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S.W. ALDER STREET
PORTLAND, OREGON 97205

AREA CODE 503
223-1107

September 17, 1976

Mr. Cecil Head
Oregon Transportation Commission
State Highways Building
Salem, Oregon 97310

Re: OSHD Contract No. 8116, Linn County Line to McKenzie River Section of the Pacific Highway (Morse Bros., Inc., Prime Contractor)

Dear Mr. Head,

This office represents an unpaid subcontractor on the referenced project.

I would appreciate it if you could furnish this office with:

a. A copy of the bond posted by Morse Bros., Inc. and its surety pursuant to the State Bonding Act;

b. A copy of the most recent progress estimate on the project; and

c. An indication of whether or not the project has been accepted by the formal action of the Oregon Transportation Commission and, if so, the date of such acceptance.

Thank you for your courtesy and cooperation.

Very truly yours,

KOBIN & MEYER

Daniel J. Seifer

RECEIVED
SEP 20 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8116

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 624-1089

June 1, 1976

Salem, Oregon

ORIGINAL SIGNED BY
G. W. WIMER

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Metric Distance Signing
Woodburn Interchange
Pacific Interstate Highway

TO: L. E. George
TRAFFIC ENGINEER

By January 9, 1976 letter, you instructed that metric distance signing be installed at the Woodburn and Diamond Hill interchanges and that you and the State Highway Engineer's office be advised when this work was completed.

The Diamond Hill signing was done some time ago by Region 3. They were also involved in one minor revision.

The metric signing at the Woodburn Interchange was installed last week. State Highway Engineer at that time, F. B. Klaboe, was verbally informed by Region Engineer, C. O. Fredrickson.

RECEIVED
STATE HWY ENGR
JUN 2 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

GWW/dea
cc: Scott Coulter w/copy of L.E. George's January 9, 1976 letter

8116

43

FORM NO. 7-4-1011

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

January 9, 1976

FILE:

FROM: L. E. George
Traffic Engineer

TO: C. O. Fredrickson
Region 2 Engineer

SUBJECT: Metric System Signing
Woodburn Interchange
Diamond Hill Road Interchange
I-5

NOTED
E. S. HUNTER

There are attached plans showing the installation of two legends (one on each of the advance guide signs) at the Woodburn Interchange on Interstate 5 indicating dual distances in both the English and metric systems. Also shown are three legends on three different signs showing the dual systems at the Diamond Hill Road Interchange. Both of these locations have active contracts against which this work may be charged. We have received preliminary approval from the Federal Highway Administration for these charges to be made against these contracts.

In order to accomplish the work at the earliest possible time, it is suggested that these legends be installed on State Force Orders written against the contracts. Will you please advise both Mr. Klaboe's office and this office at such time as the work has been completed.

L. E. George
Traffic Engineer

LEG:ds
Attachments

cc: F. B. Klaboe
R. L. Schroeder

RECEIVED
STATE HWY ENGR
JAN 9 '76
REFER TO
GSH
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DIAMOND HIL

13'-0"

6'-0"

Albany 25
Portland 92

13½" 10"
13½" 10"

Existing Sign

13'-0"

6'-0"

ORE 228	7MI	11KM
Albany	25MI	40KM
Portland	92MI	148KM

8" 6"
8" 6"
8" 6"

Proposed Sign

2360 2365 2370

← To Albany

5

Junction City
EXIT 1 MILE

Existing Sign

Harrisburg
Junction City

Existing Sign

15'-0"

ORE 228	7MI	11K
Albany	25MI	40K
Portland	92MI	148K

6'-0"

Proposed Sign

N

2360 2365 2370

5

← To Albany

Harrisburg
Junction City
EXIT 1 MILE

Existing Sign

Harrisburg
Junction City

Existing Sign

10'-0"

2'-0" EXIT 209 15" 10"

Harrisburg
Junction City
1 MILE 1.6 KM

15" 10"

Proposed Signs

10'-0"

2'-0" EXIT 209 15" 10"

(NO Revision)

Proposed Signs

3'-0"

7MI 11KM 8" 6"

25MI 40KM 8" 6"

92MI 148KM 8" 6"

Sign

7'-6"

5'-0" EXIT 209 12" 18"

Proposed Sign

10'-0"

2'-0" EXIT 209 15" 10"

(No Revision)

Proposed Signs

2375 2380 2385 2390 2395 2400

Structure Mount

urg

City

gn

209 15" 10"

n)

Signs

6'-0"

5'-0" EXIT

Existing Sign

7'-6"

5'-0" EXIT 209 12" 18"

Proposed Sign

NOTE: Verbal o
from th
this wor
Mckenzie

DIAMOND HILL ROAD INTERCHANGE

13'-0"

any 25 13½" 10"

tland 92 13½" 10"

sting Sign

13'-0"

228 7MI 11KM 8" 6"

any 25MI 40KM 8" 6"

land 92MI 148KM 8" 6"

posed Sign

6'-6"

5'-0" EXIT

Existing Sign

7'-6"

5'-0" EXIT 209 12" 18"

Proposed Sign

Harrisburg

Existing Sign

10'-0"

2'-0" EXIT 209 15" 10"

(No Revision)

Proposed Signs

2370 2375 2380 2385 2390 2395 2400

Structure Mount

risburg

tion City

ting Sign

6'-6"

5'-0" EXIT

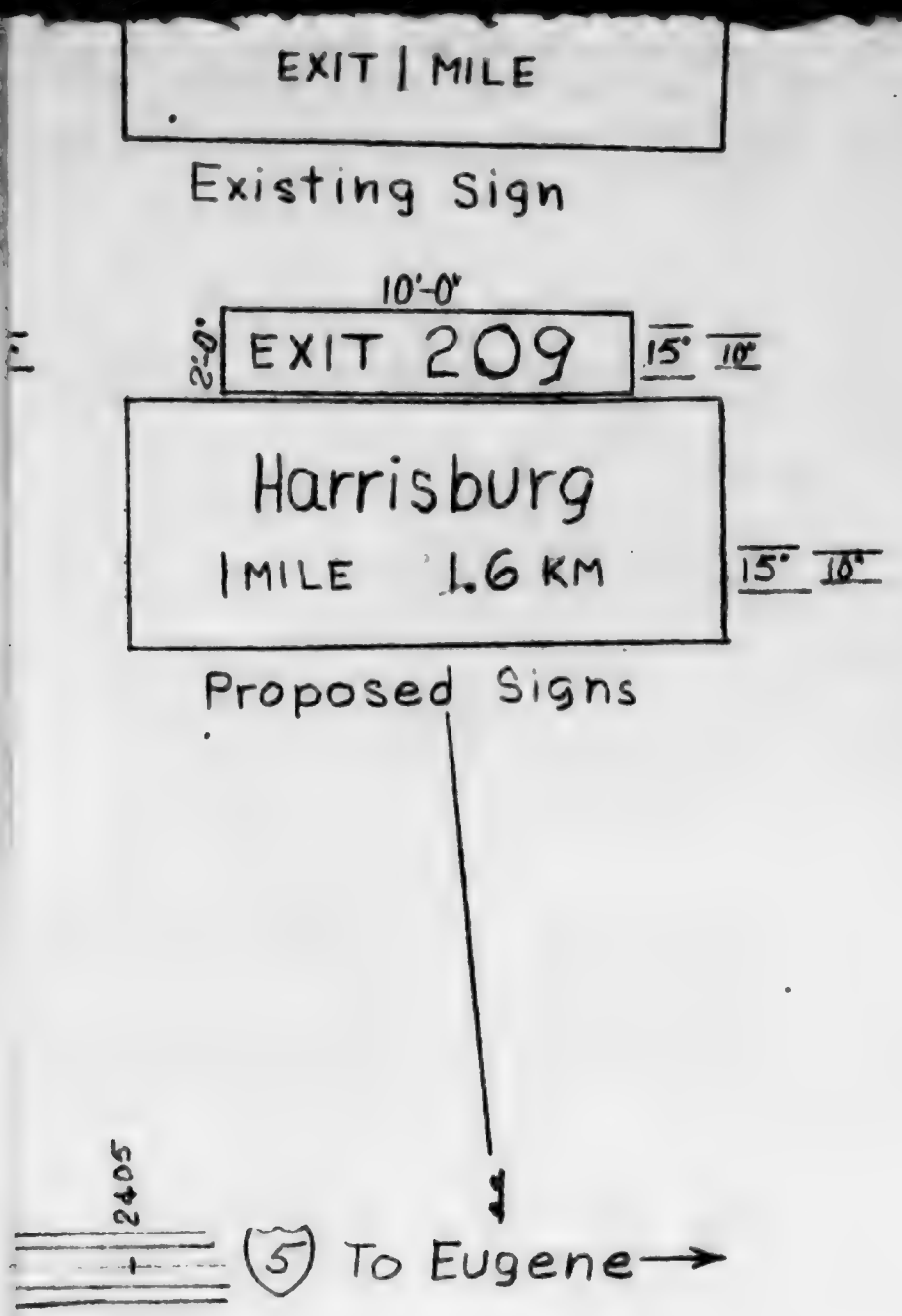
Existing Sign

7'-6"

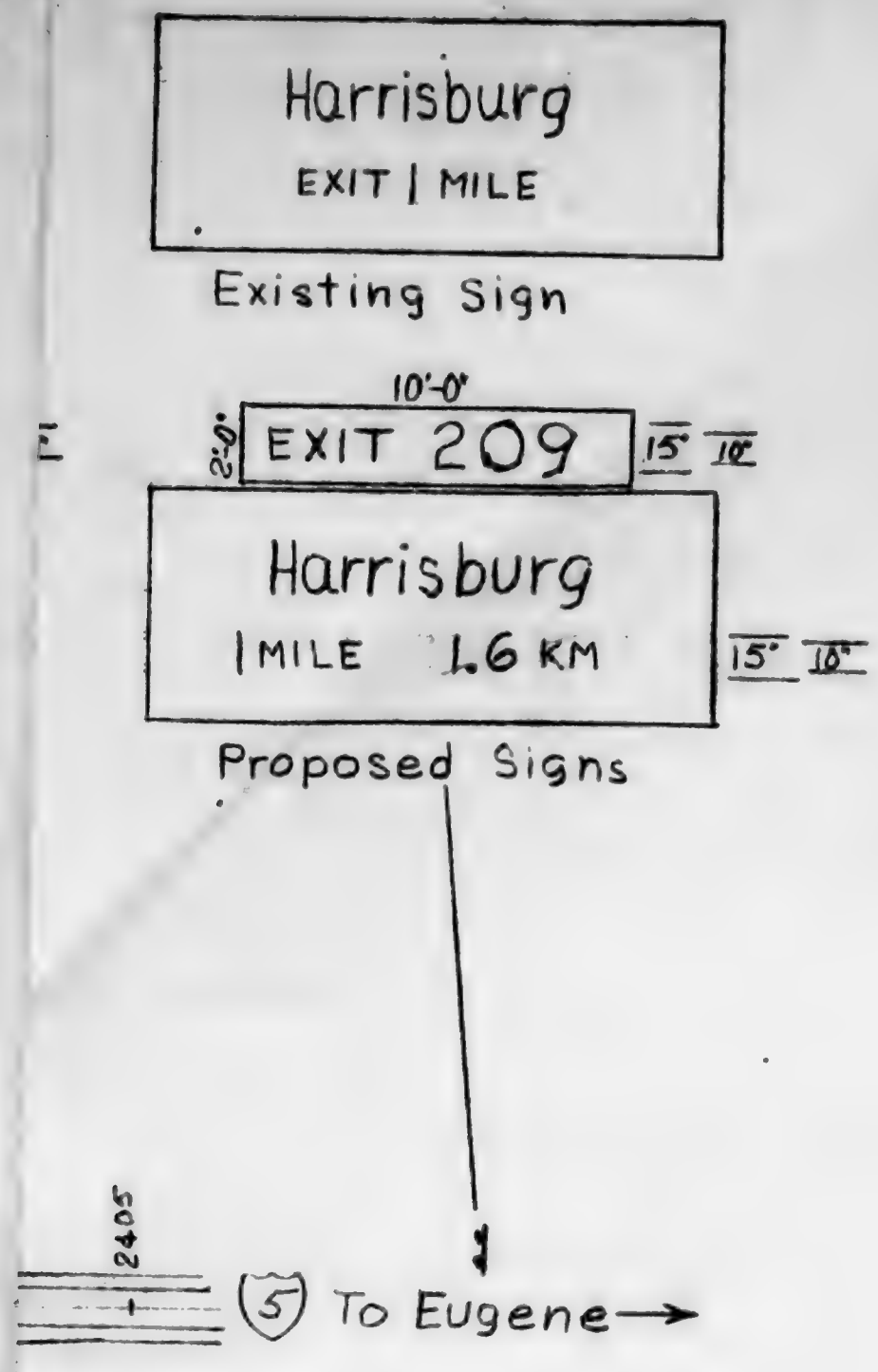
EXIT 12"

15'-0"

NOTE: Verbal o
from th
this wor
Mckenzie



greement has been received
e FHWA Area Engineer to add
k to the Linn County Line -
River Section, Contract No. 8116



greement has been received
e FHWA Area Engineer to add
rk to the Linn County Line -
River Section, Contract No. 8116

8116 4-8-76

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-[illegible]-5-4(80)198

STATE PROJECT NO.: Muddy Creek-McKenzie River [illegible]ec.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I 807 & RF-31

COUNTY NAME: Lane & Linn

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE H'WY ENGR
APR 9 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
1-29-75	3-30-76	Interstate Route 5	Primary Route 1

GENERAL LOCATION:

I-5 McKenzie River, North 12.9 miles

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - PROCEED ON ~~AN AGREED~~ XXXXXXXXX
~~XXXXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of March 15, 1976 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 4 in the estimated amount of $1,600 - Federal Funds $1,470.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4/8/76	G. K. [illegible] Dist [illegible]	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Form A

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8116

APPLYING TO CONTRACT PROJECTS

Order No. 4

Section MUDDY CREEK ~~xxxxxxxxxxxxxxxxxx~~ McKenzie River Date February 23, 19 76

Highway Pacific, No. 1 F.A.P. No. I-RE-5-4(80)198

County Lane Prefix 620-1063 Account No. 276-

Description of Work To Be Done:

Install metric system signing at Diamond Hill Road Interchange, Linn County.

APPROVED EFFECTIVE DATE 2-30-76
Contingent upon modification of project agreement if additional funds are required.
BY D. K. Hosmer
TITLE Dist. Engineer
DATE 1-7-76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

2330 to 2440

Estimate of Quantities and Costs:

MATERIALS	-	160 Sq. Ft. Type "A" Signs @ $6/Sq. Ft.	$ 960
		"AGA" Type letters (Variable Sizes)	200
		I-Beam Steel, Galvanized	140
EQUIPMENT	-	Sign Truck, 2 Days @ $35.00	$1,300
LABOR	-	2 Man Sign Crew, 2 Days @ $115.00	70
			230
		TOTAL	$1,600

Explanation:

The contractor is not currently on the project. The intent is to have this signing in place as quickly as possible.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 2,587,408.08
Present estimate of project cost, including $ 1600.00 for work under this order	$ 2,449,430.74
Expected ~~under-run~~ ~~XXXXXXXX~~ (amount)	$ 137,977.84
Expected ~~under-run~~ ~~XXXXXXX~~ (per cent)	5.3

Space to the right of this line is for use of State Office

Submitted, by: ..... Resident Engineer

Approval Recommended: ..... Regional Engineer

Approval Recommended: ..... For: Construction Engineer or Bridge Engineer

Approved: ..... Construction Engineer

I-5

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
April 7, 1976

Duane O. Christensen
Final Design Engineer

Alfred Shirley, Jr.
Region 3 Engineer

Replacement of Damaged Sign
Linn County Line-McKenzie
River Section
Pacific Highway
Lane County
Contract No. 8116

Per request of letter dated March 26, 1976, from D. W. Greene, Resident Engineer, relative to replacement sign and support design information we enclose four copies of the desired information.

The support should be fabricated in conformance with Bridge Drawing No. 28255 which was included in the original contract.

After the price agreement has been approved the attached prints should be distributed as follows: One to Doug Greene for field inspection of the sign; one to Ed Rief for shop inspection purposes; two to the contractor; one for submittal to his sign fabricator (Traffic Control Sign Company) for fabrication of the sign and the other to the sign support fabricator.

WGB:jh
Attachment
cc: C. T. Keasey (w/attachment)
W. G. Beard

/ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 7 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

8116

3-30-76

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F-5-4(80)198

STATE PROJECT NO.
Muddy Creek-McKenzie River

COUNTY NAME
Lane and Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-807 & RF-31

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
1/29/75	3/30/76	Interstate Route 5	Primary Route 1

RECEIVED
STATE HWY ENGR
APR 15 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

GENERAL LOCATION:
I-5 McKenzie River, North 12.9 miles

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Program Change

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 1/24/75 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 3/15/76 letter, I approve the program change to add signing revisions and:

1. Project Location and Termini: Changed to read "I-5, McKenzie River, N. 12.9 miles (Muddy Creek-McKenzie River Section).
2. County Name and Code: Changed to read "Linn and Lane" (043 & 039).
3. Miles: Changed to read "12.87" (i.e., both classes of funds combined and interstate).

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3/30/76	G. K. Hansen for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-655

#8116

March 15, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Minor Program Change & SFO No. 4
Project No. I-RF-5-4(80)198

We request your approval of a minor program change to Item Nos. I-807 and RF-31, Project No. I-RF-5-4(80)198, "Linn County Line-McKenzie River Section", as indicated below based on the fact that the project is to be extended on the northerly end approximately 6.8 miles to include signing revision (e.g., add metric distances and exit numbers) of the Diamond Hill Road Interchange.

(1) Project Location and Termini: Changed to read "I-5, McKenzie River, N. 12.9 miles (Muddy Creek-McKenzie River Section).

(2) County Name and Code: Changed to read "Linn and Lane" (043 & 039).

(3) Miles: Changed to read "12.87" (i.e., both classes of funds combined and Interstate).

We are also submitting six copies of an "Order for State Force Work" (No. 4) covering the sign installations for Diamond Hill Road Interchange for which we request your approval and authorization to proceed at an estimated total cost of $1,600 with obligation of $1,470 in Federal funds. Reimbursement will be claimed on an actual cost basis

We request FHWA's approval to use State forces to perform the Diamond Hill Road Interchange signing under this project as we feel it is in the public interest based on the following data:

(a) The work should be done with minimum time delay while the tourist off-season traffic condition prevails because of the isolation of the location from the main work area.

(b) It is our opinion that State forces can complete the work sooner and at a lesser cost than the contractor.

(c) The State has adequate equipment and forces capable of performing the work and can commence the work without delay.

(d) The contract time runs through this year's construction season. Therefore, it is not expected that the contractor will install the signing included in the contract for several months because at the present he has not commenced any permanent signing work.

Enclosed is one copy of a plan sheet showing the proposed signing for the Diamond Hill Road Interchange.

JG:md

Encl.

cc: John A. Bond
C. O. Fredrickson (Region 2)
Alfred Shirley (Region 3)
L. E. George
W. J. Hart
D. E. Swan

S116

Salem, Oregon
March 9, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

D. O. Christensen
Final Design Engineer

Doug Greene
Resident Engineer

Contractor Damaged Sign Restoration
Linn County Line-McKenzie River Sec.
Pacific Highway
Lane County
Contract No. 8116

Persuant to telephone convertation with your office this date, relative to repair of the destination and mileage sign at Sta. 199+40 Lt. on the above named project, the following information is presented.

The extruded aluminum panels have been overlaid with 0.040 sheet aluminum to which was applied green, engineer grade reflective sheeting, then the border and legend reinstalled. To the best of our knowledge, the 0.040 sheet aluminum was applied in 6'-0" x unknown width increments. To repair the sign and have an acceptable finished product it would probably be necessary for the contractor to replace the entire aluminum and reflective sheeting overlay as well as the damaged extruded panels, border strips and legend.

We would suggest as an alternative, that the contractor furnish and install a new sign of smaller size, complete with new steel support and concrete footing providing there would be no cost to the State. The new sign would have the same message in 8" upper and 6" lower case letters on a 8'-6"x3'-0" extruded aluminum backboard. The sign would be mounted on a single steel post as detailed on Drwg. No. 28255.

It is our understanding that the concrete footings for the sign have not been poured but that the two steel post have been ordered. On this basis the costs should balance in the contractor's favor and affirm's our no cost to the State position.

If the new sign route is agreeable to all parties concerned, please inform us and we will provide the completed sign and support data to your office.

Tom Lowe, FHWA Area Engineer, has been contacted by telephone and verbally gave approval of the proposed sign substitution, if no additional cost is incurred.

WGB:az
cc: C. T. Keasey
Alfred Shirley, Jr.
Tom Lowe, FHWA
W. G. Beard

Versteeg ✓
Olson
Swenson
Trout

RECEIVED
MAR 9 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

8116

13

FORM 81.734.1030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

December 29, 1975

FILE:

FROM: L. E. George
Traffic Engineer

SUBJECT: Suggested Metric System Signing

TO: F. B. Klaboe
Administrator and
State Highway Engineer

NOTED
E. S. HUNTER

Attached are prints showing suggested signing installations to illustrate the metric system as it might apply to the interstate signing.

The examples we have chosen are at the Harrisburg Interchange and the Woodburn Interchange. Both of these locations have active contracts in progress. We have verbally checked with the FHWA and they have given tentative approval to adding these revisions to the existing contracts.

If you approve of these examples, I will work with the Region for their inclusion in the current contracts.

L. E. George
Traffic Engineer

LEG:ds
Attachments

RECEIVED
JAN 5 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
DEC 30 '75
REFER TO
FOR

Bud
Approved as corrected.
Please contact Mr. Hansen
& legislative fiscal office
before proceeding further

NOTED
R. L. SCHROEDER

12/31/75

8116

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

copy in
8081

September 12, 1975

NOTED
E. S. HUNTER

104 E H

Mr. Clay Eals
785 E. 25th Avenue
Eugene, OR 97405

Dear Mr. Eals:

This is in response to your letter concerning longitudinal pavement drop-off on two sections of Interstate Route 5.

Both of these sections are under construction to provide improved roadways. Advance signs are in place advising motorists that they are in a construction area. While some minor inconveniences to the public are to be expected, it is certainly not our intent to confront the motorist with a hazardous driving condition. The conditions you mentioned have been corrected and a special effort is being made to enforce the requirements of our contracts which provide for holding longitudinal drop-offs to a minimum and to properly delineate those which of necessity must exist for short periods of time.

Thank you for bringing this to our attention.

Very truly yours,

C. T. Keasey
Construction Engineer

RECEIVED
STATE HWY ENGR
SEP 15 '75
REFER TO
FOR
Info | Invcs | R/D | D/R | Sign | Act | File

CTK:fr
(OBJ)

bc: H. S. Coulter

RECEIVED
SEP 15 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

August 25, 1975

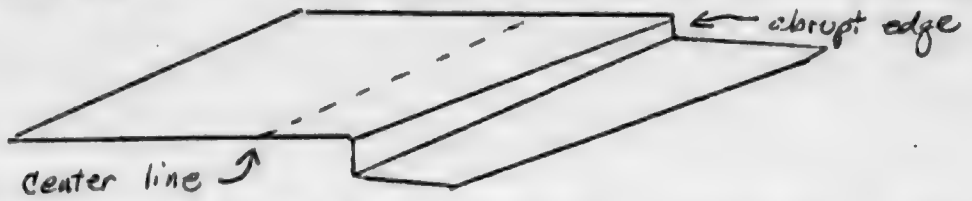
AUG 27 '75
REFER TO Coulter FOR
Info | Invest | R/D | D/R | Sign | Act | File
X

Fred Klaboe
Administrator and State Highway Engineer
State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe,

This is a letter of complaint about two stretches of Interstate 5 I travelled yesterday. If you are not the appropriate person to whom I should address this letter, please forward it.

Yesterday I drove from Seattle to Eugene on I-5. Just north of Portland on the Oregon side of the Columbia River, there were two small stretches of road which were partially resurfaced in the most absurd way. The left southbound lane is resurfaced totally but the right southbound lane is resurfaced only halfway over. It looks like this:



with such an abrupt edge right in the middle of the right lane, the road is extremely dangerous. While it might be considered a small, inconvenient irritation to the car driver, it is a frightening danger to the motorcycle rider. Imagine riding a cycle down the road with an abrupt edge in the middle of the lane.

The other part of I-5 I am disturbed about is the section of southbound road from about 35 to 30 miles north of Eugene. At night it was very difficult to see that the left lane was resurfaced but the right lane was not, making an abrupt edge between the two lanes. And I only saw one sign warning me of it. I repeat my comments of above: sure, it's not much of a hassle for a car driver to handle an unexpected abrupt lane edge, but what about the motorcyclist? One warning sign isn't enough. In fact, signs aren't enough. I would think that bright orange bumpers would be placed along the edge to warn motorists sufficiently.

Ordinarily I probably wouldn't be so concerned. But because of an accident I had in the summer of 1972 (I was riding a motorcycle just south of the Brownsville-Halsey exit when I tried to change lanes, hit a very poorly marked abrupt lane edge, and dumped the cycle, skidding along the road to a stop.) I am furious. Any moment a similar accident could occur because of these ridiculously paved sections of road.

Why are the sections of road I described the way they are? Don't you think they're hazardous? What, if anything, is going to be done about them? I'd like some answers.

Sincerely,

Clay Eals

Clay Eals, 785 E. 25th Ave., Eugene, Oregon, 97405

8116

FORM F 10X

R

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 1, 1975

TO D. W. Greene
Resident Engineer

FROM Gordon Beecroft
Research Engineer

SUBJECT Petromat
Fiberglass
Linn Co. Line-McKenzie River
Contract #8116

The letters from Sealant Systems Incorporated, Phillips Petroleum Company and Burlington Glass Fabrics Company seem to confirm that the discrepancies in the reinforcing fabrics are in the markings and designations and not in the fabrics themselves.

Apparently both "Petromat" and "Loktuft" carpet backing are manufactured in the same facility and it was through a packaging or labeling error that the Petromat stockpiled for your contract was identified as Loktuft carpet backing.

As to the woven fiberglass fabric, it appears I-1980 is the new designation for the identical fabric that we ordered as I-9180 and that we do, in fact, have the correct material on hand.

The explanations seem plausible and unless there are ramifications that I am not aware of, it appears satisfactory to accept these materials as being the fabrics specified in the contract.

GB:lt

cc: R. L. Schroeder
Alfred Shirley

NOTED
R. L. SCH[illegible]

RECEIVED
JUL 3 1975
Office of
Assistant State Tra[illegible]

Burlington Glass Fabrics Company

A division of Burlington Industries

at Burlington House
1345 Avenue of the Americas
New York, New York 10019

June 9, 1975

Mr. Howard LaBrie
Sealant Systems
Highway 3
Poulsbo, Washington 98370

Dear Mr. LaBrie:

Our distributor, AFCO Products, Inc. of Somerville, Mass. has recently purchased our glass fabric style 1980 which, we understand, was shipped to you. This is our glass reinforcement for asphalt roads and was previously called style 9180.

There has been some confusion concerning the use of style 1980 and style 9180. I would like to certify to you that style 1980 and style 9180 are identical fabrics and nothing has been changed except the numerical designation.

I believe that this information was also transmitted to you by Mr. George T. Overholt of Burlington Glass Fabrics Company in his letter of February 19, 1975.

Very truly yours,

R. E. Spoerl

RES:tp

CC: Mr. Jeffrey C. Klaus
AFCO Products, Inc.

PHILLIPS PETROLEUM COMPANY
SAN MATEO, CALIFORNIA 94402
66 BOVET ROAD

May 8, 1975

Mr. Pat Humphreys
Sealant Systems, Inc.
Rt. 2, Box 7
Poulsbo, Washington 98370

Dear Pat:

With reference to Oregon State Contract No. 8116, which covers the placement of Petromat fabric on Interstate 5 near Linn County area of Oregon, I have checked into the report LOK-TUFF labels being inserted in these rolls. This indeed appears to have happened elsewhere since I recently noticed similar labels in a few rolls shipped to our Long Beach warehouse.

Pat, this is purely and simply a packaging error and the material you received not only for the job in Oregon, but for all other applications, is indeed Petromat fabric and not a carpet backing material called LOK-TUFF. This is a separate product manufactured at this facility in So. Carolina. As I said, this is simply a packaging error and the problem has been eliminated.

Please assure the people in Oregon this unfortunate mistake was an error.

Very truly yours,

DON D. SCHULTZ
Manager
Paving Systems
Western Region

DDS:mp

8116

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

NOTED
H. S. COULTER

DATE May 30, 1975

TO Alfred Shirley
Regional Engineer

FROM Gordon Beecroft
Research Engineer

SUBJECT Reflective Cracking Control
Experimental Project

Regarding the interest of the Du Pont Company to participate in the use of fabric to control reflective cracking in asphalt pavement overlays, I hope we can include their "Typar" fabric in our evaluation. Originally, it was proposed to use fabric reinforcement in the outer lane on all but a control section of the project. FHWA considered that proposal too extensive to be an experimental project and reduced the scope of what we intended. However, it is likely that they would approve the utilization of this third fabric in a modification of the experimental aspects of the work; particularly since the Du Pont Company is offering to supply the material and pay the additional costs of installation.

The "Typar" sample looks good to me. I would expect it to be competitive in performance with the Petromat and the fiberglass fabrics but only an installation would determine its value. If it is feasible to include this polypropylene fabric on the Linn County Line-McKenzie River Section project, I would coordinate the necessary revisions in the experimental features work plan and assist in the future evaluation of the product.

I would suggest that it be evaluated in the same way proposed for the other fabrics. This would involve the reinforcement of pavement joints on 4 one thousand foot sections as follows:

Fabric at the bottom of the overlay without bond breaker,
Fabric at mid-depth (between lifts) in the overlay without bond breaker,
Fabric at the bottom of the overlay with a bond breaker,
Fabric at mid-depth (between lifts) in the overlay with a bond breaker.

GB:lt

cc: H. S. Coulter
R. L. Schroeder
C. T. Keasey
J. H. Versteeg

RECEIVED

DU PONT

ESTABLISHED 1802

E. I. DU PONT DE NEMOURS & COMPANY
INCORPORATED
WILMINGTON, DELAWARE 19898

TEXTILE FIBERS DEPARTMENT

RECEIVED
MAY 22 1975
RESEARCH SECTION

Centre Road Building
May 16, 1975

State of Oregon
Department of Transportation
Highway Division
State Regional Engineers Region #3
1523 S. E. Cobb Street
Roseburg, Oregon 97470

Attention: Mr. Alfred Shirley

Dear Mr. Shirley:

We would like to participate in the evaluation of pavement overlay for reflective cracking control as specified for evaluation in the Oregon State Highway Project, I-RF-5-4 (80), 98, (Linn Co. Line-McKenzie River Section of I-5). We would propose that our Style 3401 Typar® spunbonded polypropylene be placed as described in pages 19 through 22 "Asphalt Concrete Reinforcing Fabric." This would amount to 4000' of 12' roadway. Du Pont would supply the material and pay for the additional cost of installing the membrane.

This material has been previously installed under full depth asphaltic concrete and results after nine months are very encouraging. Pertinent physical properties are as follows:

Weight - 4.0 oz./yd.^{2}
Thickness - 15 mils
Grab Tensile - 120 lbs.
Elongation at Break - 60%
Trapezoidal Tear - 57 lbs.
Mullen Burst - 190 psi
Coefficient of H_2O Permeability 3×10^{-4} cm./sec.

Deformation Resistance

Strain	Stress Lb./In./Oz./Yd.^{2}	% Set
5	5.7	0.0
10	7.3	1.2
15	8.1	1.9

Shrinkage

270°F.	1%
300°F.	3%
340°F.	Melts

I am enclosing a sample of the material and a brochure describing its use under aggregate surfaced roads.

Sincerely yours,

SPUNBONDED PRODUCTS - NOMEX®
MARKETING DIVISION

R. D. H.

Richard D. Hutchins

RDH:mvm
Enclosure

cc: Mr. J. R. Kesl, Mgr.
Seattle District
Polymer Intermediates Dept.
Suite 303
400-108 Ave., N.E.
Bellevue, Wash. 98004

Mr. Merrill Swanson
2155 Bedford Way
Eugene, Oregon 97401

Mr. C. T. Keasey
Construction Engineer
State Highway Division
Salem, Oregon 97310

Mr. Gordon Beecroft
Materials Laboratory
State Highway Division
Salem, Oregon 97310

8116

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 29, 1975

Mr. Patrick A. Humphres
President, Sealant Systems
Incorporated
Rt. 2 Box 700
Poulsbo, Washington 98370

Dear Mr. Humphres:

Regarding the asphalt concrete reinforcing fabric for the Linn County Line-McKenzie River Section of Interstate-5 overlay in Oregon, two materials are specified. One is to be a non-woven polypropylene material known as "Petromat" and marketed by Phillips Petroleum Company. You will recall I informed you April 25, 1975 that the material delivered to the project was identified as "Loktuft" PS 66 carpet backing. The material does have the Phillips emblem but is not identified as Petromat. You were of the opinion that all of your stock was Petromat but indicated you would contact the factory to determine whether Petromat and Loktuft Carpet Backing are identical.

The second fabric specified is to be a woven fiberglass material (Fabric designation I-9180/52) marketed by Burlington Glass Fabrics Co. Mr. D. W. Greene, Resident Engineer for the project informed me yesterday that the material delivered to the project was identified on the packages, on the packing slips, and on the certifications as I-1980/52 fabric. This would appear to be a transposition of numbers but it is repeated on too many items for this to be the case.

Because of the experimental nature of this project, it is necessary that we have the materials specified in the contract since they are the materials recommended by the respective manufacturers for this purpose. Since it does involve research, we do not want to make substitutions of fabric even though the materials may be of similar quality.

NOTED
R. L. SCHROEDER

RECEIVED
MAY 30 1975
Office of
Assistant State Highway

Enclosed are pages 1 and 2 from a Petromat brochure which identifies this material, a copy of page 5 from a Burlington Glass Fabrics Company brochure which identifies the glass fabric for asphalt reinforcement, and pages 19 and 20 of the Special Provisions and Supplemental Standard Specifications for the project. Please investigate the discrepancies in the fabrics delivered for the project. They both appear to be the wrong materials.

Sincerely,

Gordon Beecroft
Research Engineer

GB:lt

Enclosures

cc: D. W. Greene
R. L. Schroeder

8116

I-5

Salem, Oregon
May 22, 1975

Frank E. Terpin
Final Design Engineer

C. T. Keasey
Construction Engineer

Plastic Drain Pipe
Linn Co. Line-McKenzie River Sec.
Pacific Highway

We have been advised that samples of the subject pipe furnished for this project have been received and tested by the Materials Section. Using criteria contained in the new AASHTO Interim Specifications for 1975 instead of the Soil Conservation Service specifications referred to in the contract's special provisions, the material has been found structurally acceptable. However, one physical attribute of the sampled material is in conflict with the special provisions. That is the longitudinal placing of the sawed drain slits. These occur at every second corrugation valley instead of the specified third valley.

The testing appears to indicate there is no significant loss in crushing strength due to the additional slots. Acceptance of the material is, therefore, recommended as a substitute to that specified provided that the acceptance is documented by a price agreement. No adjustment in price appears warranted.

WWR:we
cc: John Jenkins

Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY 22 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To. ____
Bring Up ____/____/____
Other ____

TRA
X MAI 22

I5

30

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

March 24, 1975

FILE: TRA 16-9
MAI 22

ORIGINAL SIGNED BY J. X. WILSON

FROM: J. X. WILSON
Regional Construction Engineer

TO: John T. Scofield
Construction Office Engineer

SUBJECT: Temporary Protection and Direction of Traffic Plans-Sheet 2F
Linn Co. Line-McKenzie River Section
Pacific Highway
Lane County

Upon completion of a review of the subject plans, it is the recommendation of this office that the one lane closure signing sequence be replaced with the sequence shown on the typical sketch attached as per Allan C. Harwood's letter dated September 13, 1974.

It is also felt that flashers on the advance signs will not be necessary for this project, as all work is to be accomplished during daylight hours.

JXW/KDO/ld
Attachment

cc: L. E. George
J. H. Versteeg
D. W. Greene

REFERRED TO

Beard Reed
Cole 1 Temple
Eriksen Watson
Heger Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg
A. Olsen
Terpin
Scott
3 Swenson
R. Olsen
Trout

RECEIVED
MAR 27 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

DISTRICT

X MAI 22

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

September 13, 1974

FROM: Allan C. Harwood
Construction Field Engineer

SUBJECT:

TO: Metro and Regional Engineers

Review of temporary signing reveals the common use of several signs not shown in either the "Manual on Uniform Traffic Control Devices" or the Oregon Supplements (March 1974 edition).

Also the signing sequence called for on the temporary protection and direction of traffic plan is not always consistent with Part VI of the manual covering signing for Construction and Maintenance operations.

Temporary signing plans for future projects will comply with the manual to the extent possible. In many instances the minimum signing called for in Part VI will be supplemented by additional signs. Going projects should be reviewed to insure the signing meets the minimum set forth in the manual. For your information I am including a copy of sketch showing what is considered to be the minimum signing for a lane closure. The most notable change is the addition of the pavement width transition sign (W4-2) and the replacement of the "Use Right (Left) Lane" with the "W20-5" sign. Section 6B-14 permits the use of the word "AHEAD" as an alternate to the specific distance. The use of the word "AHEAD" is normally preferred. An exception would be in extremely heavy traffic volume situation where it is desirable to warn of a lane closure much farther in advance than normal, probably with more than one pair of signs.

On recently awarded projects this review of signing should be carried out expediously to avoid having non-standard signs such as the "Use _____ Lane" sign furnished.

In reviewing the signing considerable descretion may be used in determining the spacing. Normally spacing between signs would be 500 - 1500 feet dependent on other conditions.

Also check to be sure you have the March 1974 supplements to the Manual. Copies are available from traffic section.

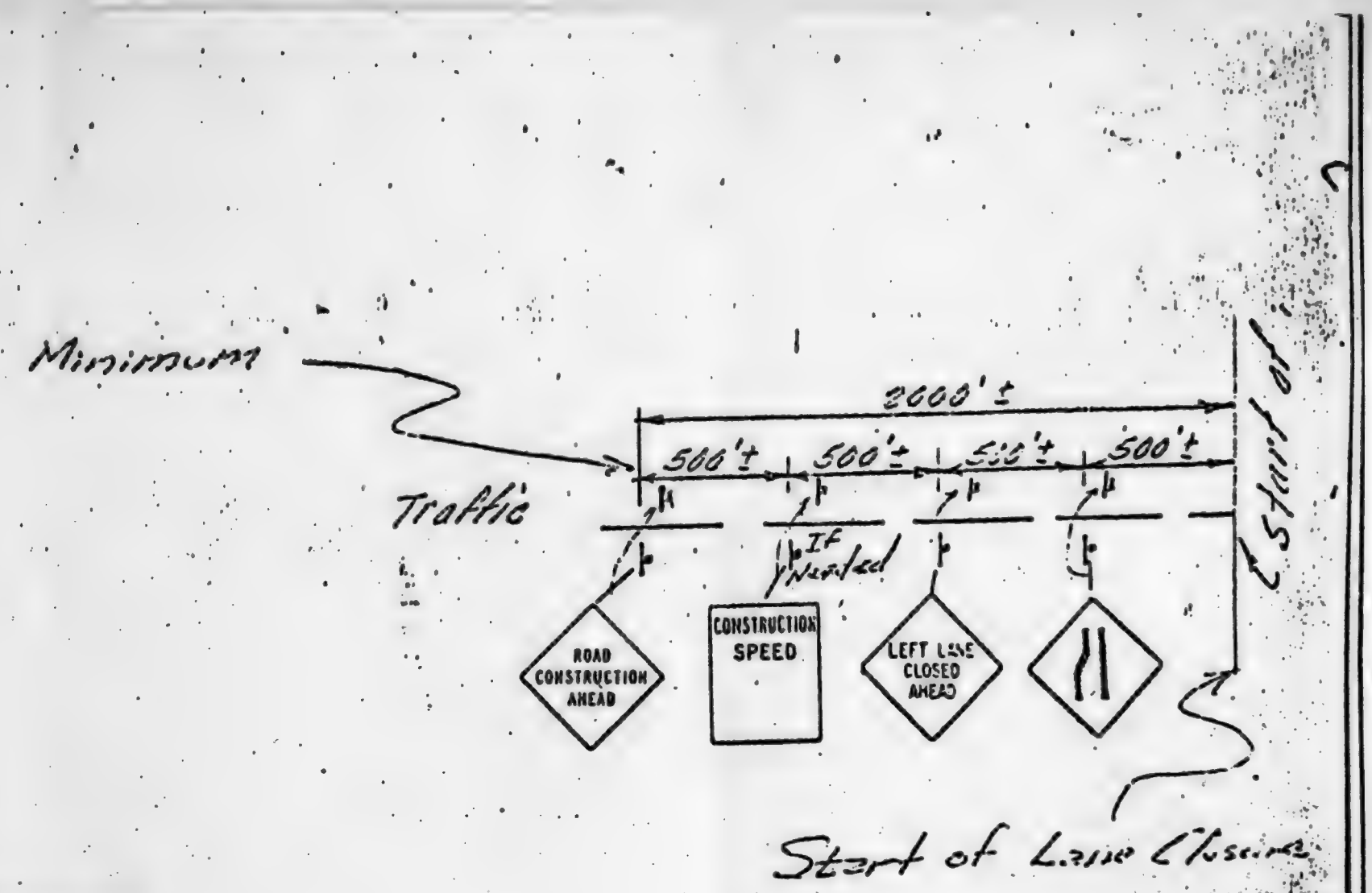
ACH:mk

cc: L. E. George
J. H. Versteeg

9-17-74

CC: Res. Engrs.— On jobs to be completed shortly stick with signs you have. Otherwise, please comply with instructions contained in this letter.

Sent cw



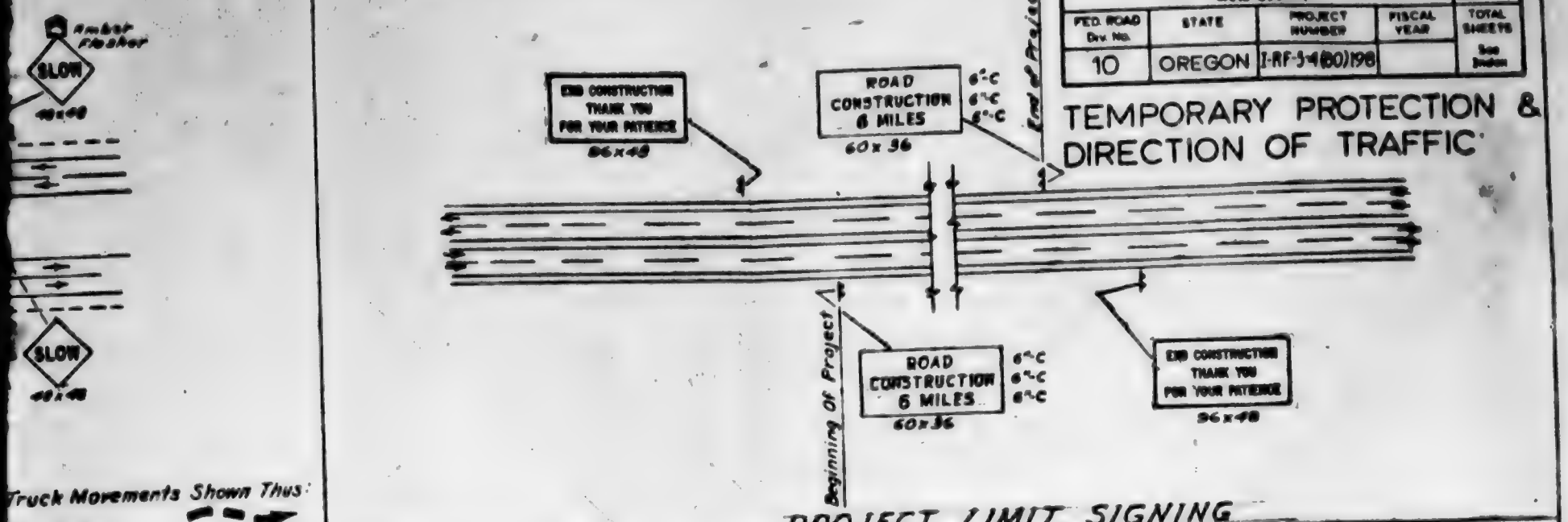
Typical application—4-lane divided roadway where half of roadway is closed.

16 V - 10

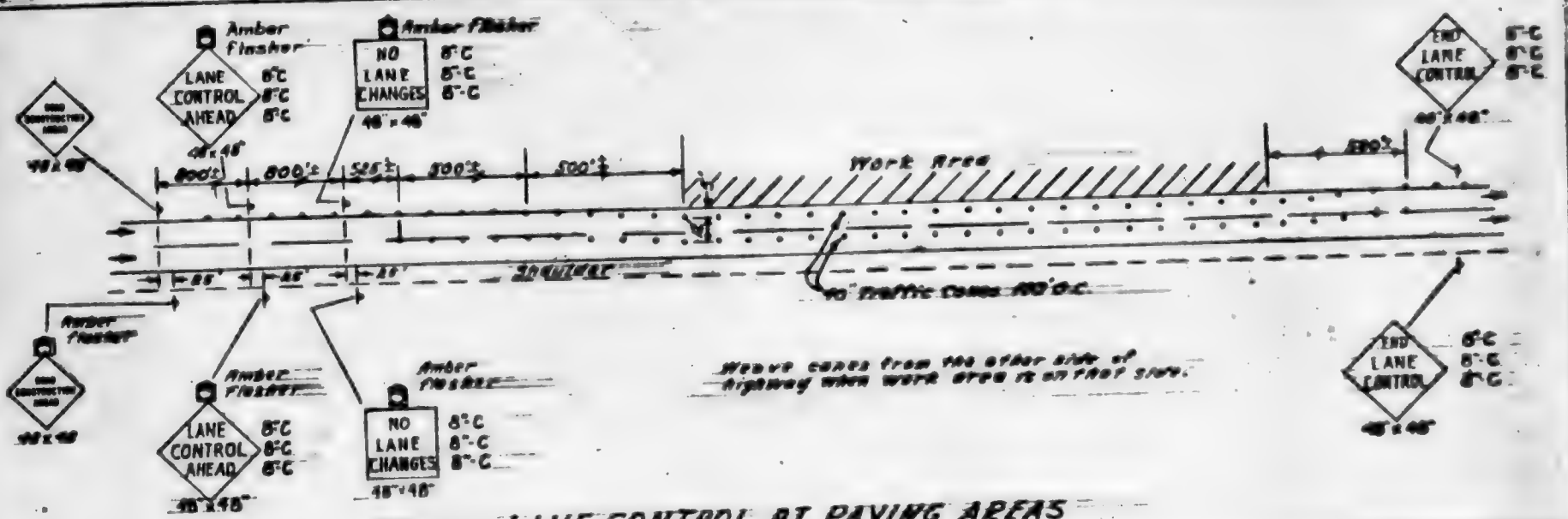
Revised 3-10-75 Reference To 2F-2 Deleted

LINN CO. LINE-McKENZIE RIVER SEC. PACIFIC HIGHWAY LANE COUNTY				SHEET No. 2F
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-RF-5-4(80)196		See Index

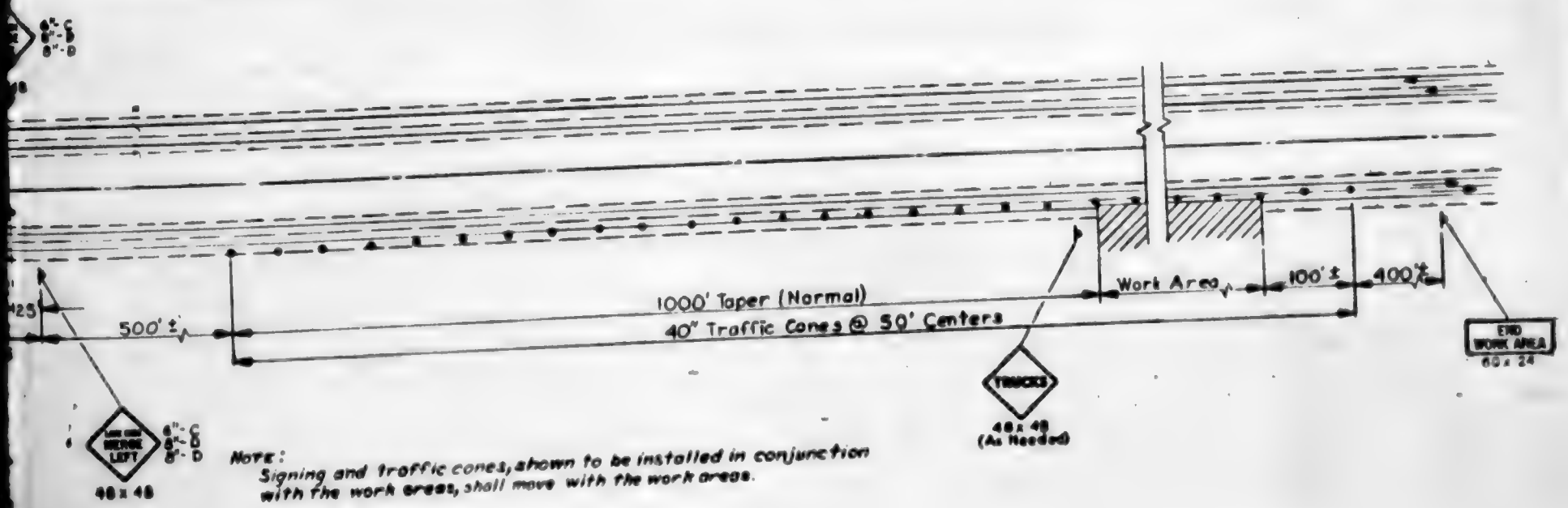
TEMPORARY PROTECTION & DIRECTION OF TRAFFIC



PROJECT LIMIT SIGNING



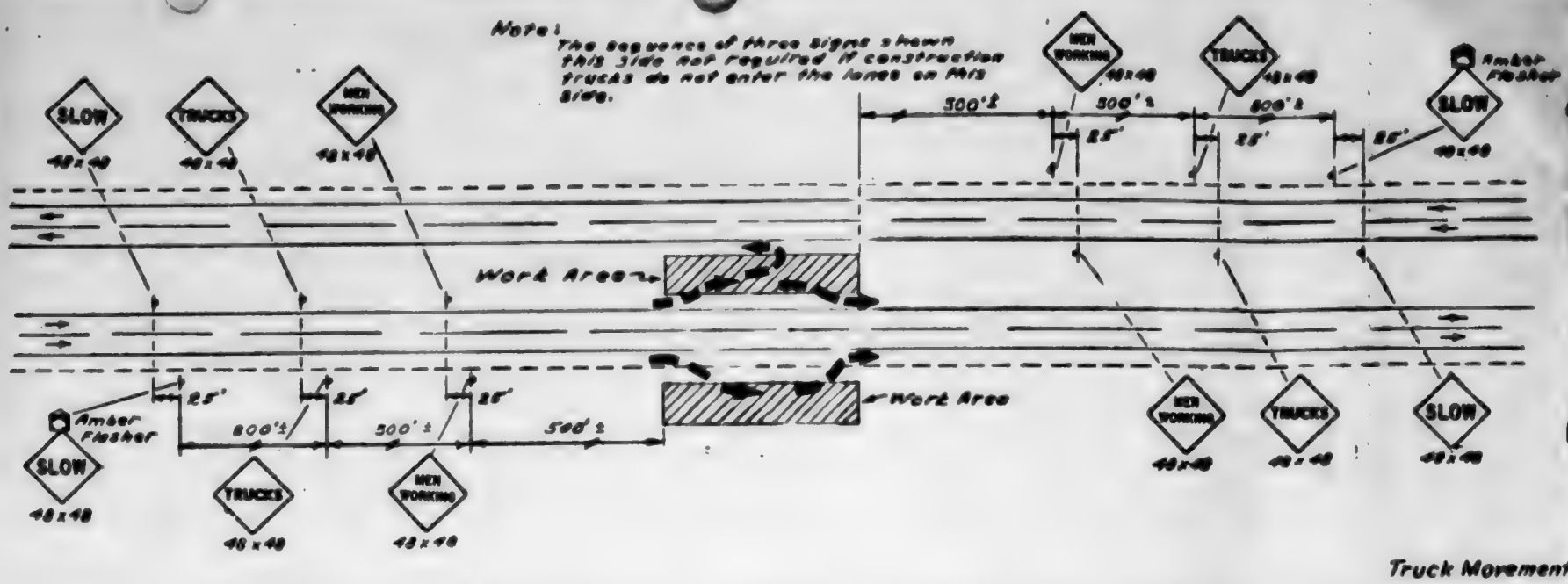
LANE CONTROL AT PAVING AREAS



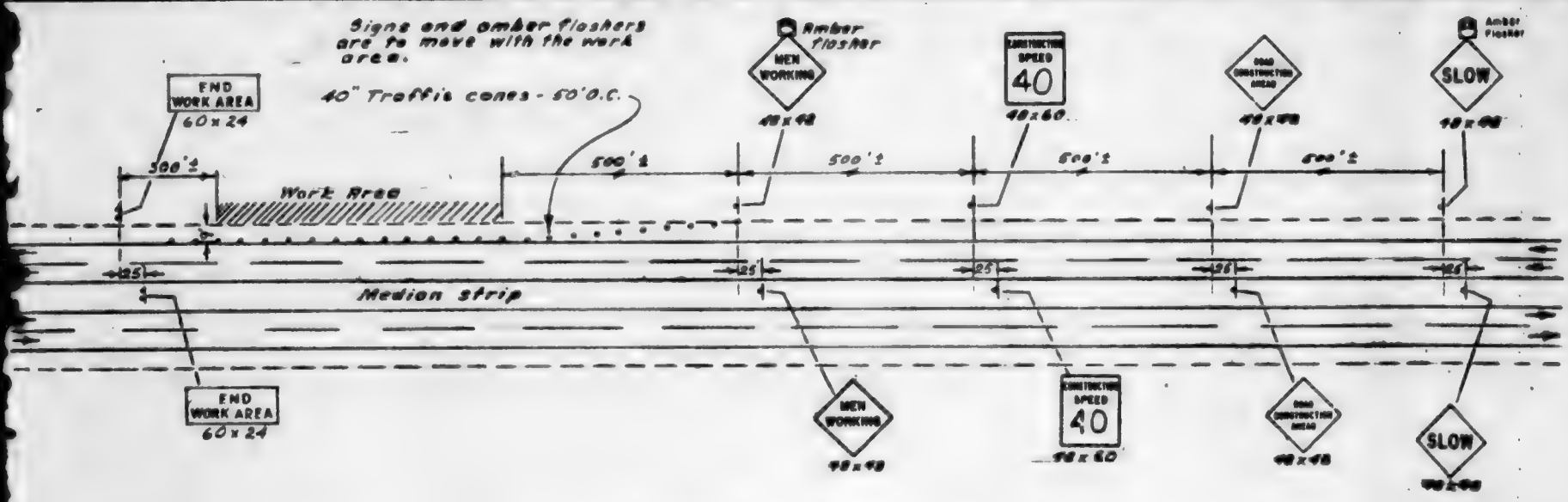
Note:
Signing and traffic cones, shown to be installed in conjunction with the work areas, shall move with the work areas.

Accompanied By Drgs.: S-1, S-5, S-7 & S-12

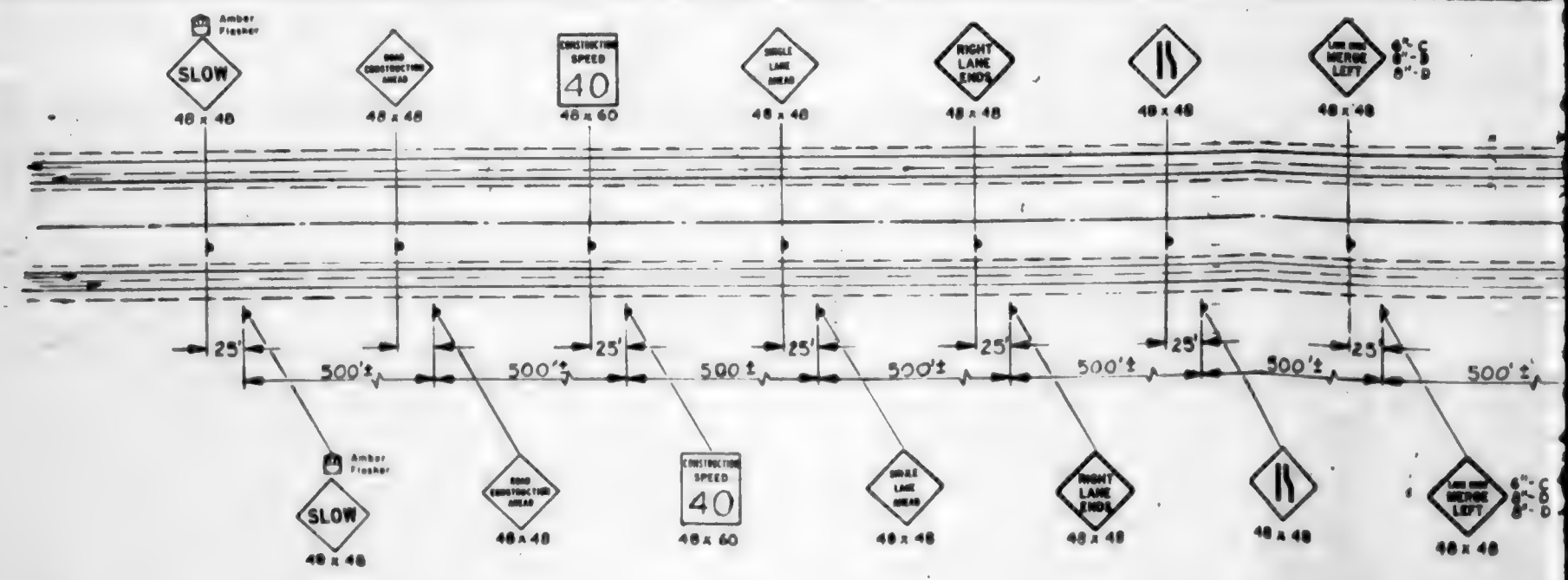
Note: The sequence of three signs shown this side not required if construction trucks do not enter the lanes on this side.



TRUCKS LEAVING & ENTERING ROADWAY MEDIAN AREA OR SHOULDER AREA



SHOULDER CLOSURE



Note:
When work area is in left lane, the cones are to be placed to close left lane. "RIGHT LANE ENDS" transition signs and "LANE ENDS MERGE LEFT" signs are to be replaced with "LEFT LANE ENDS," transition signs and "LANE ENDS MERGE RIGHT" signs.

ONE LANE CLOSURE

I-5

2116

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 13, 1975

FROM: C. G. Swenson
Specifications Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Linn Co. Line-McKenzie River
Lab Building and Oversize Signs
Letter from Doug Greene to
Morse Bros. Dated March 7, 1975

The matter of oversize signs was considered during design and the determination was made that the expenditure of $7,000± for oversize advance warning signs was not justified on this project and therefore were not included in the contract.

With respect to the lab building, none of the field data, (narrative report, estimates, etc.) contained anything about a field laboratory building and it was assumed that required testing could be accomplished in nearby state buildings in Eugene and therefore a lab building was not included in the contract.

RECEIVED
MAR 21 1975
ROAD DESIGN SECTION

CGS:we
cc: C. T. Keasey
Alfred Shirley Jr.

3-20-75
CC: C.T. Keasey - As we discussed P.A. negotiations will proceed.

J.H. Versteeg } your info
Doug Greene }

OREGON STATE HIGHWAY DIVISION

1849½ Garden Avenue
Eugene, Oregon 97403

March 7, 1975

Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

Linn Co. Line-McKenzie River
Pacific Highway
Contract 8116

Attn: Bob Chrisman

As per our phone conversation of today, we are requesting a conplete and lump sum price for furnishing, installing and providing power for two oversize advance warning signs as shown on standard drawing S-13 with the July 1974 revision indicated.

Also, please give us a price for furnishing a field laboratory that conforms to the requirements of article 106.13 of the 1974 Standard Specifications to be used in conjunction with your crusher and paving plants.

1 ____
____
____ Tarpin
____ Scott
2 Swenson
____ R. Olson
____ Trout
____

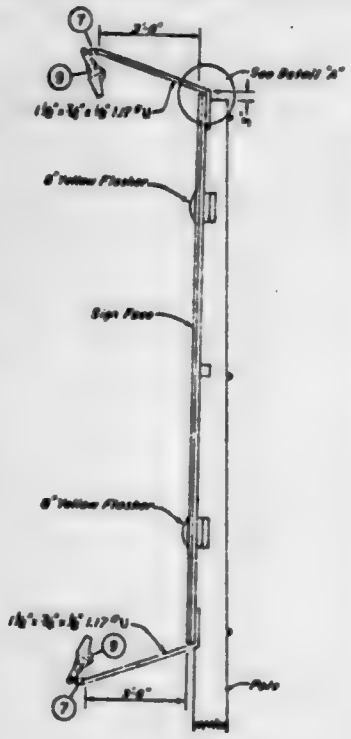
RECEIVED
1 1 1
ROAD
DIVISION
SECTION

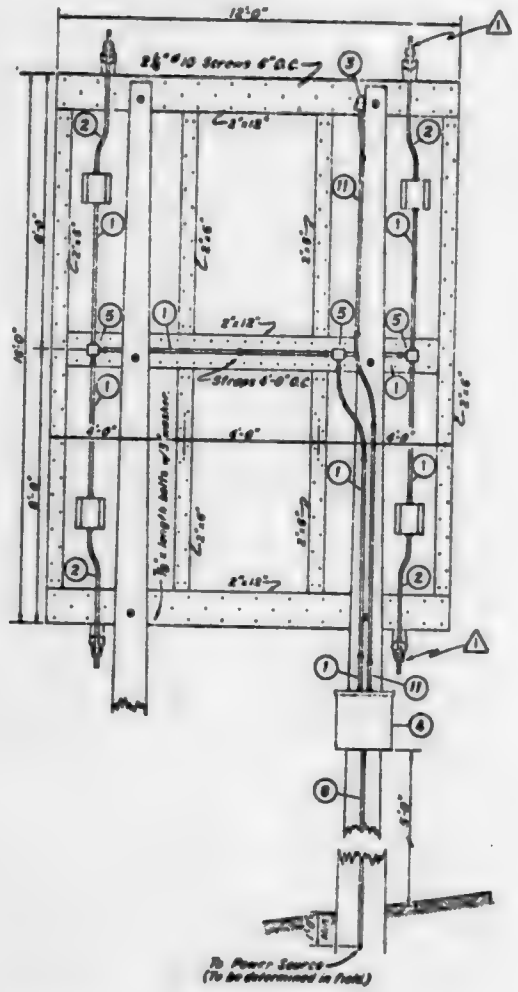
D. W. Greene
Resident Engineer

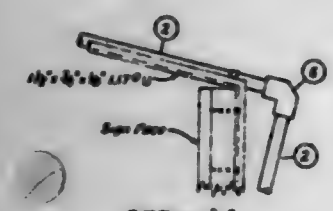
by Dave Jones
Asst. Resident Engineer

DLJ/eew
cc ✓

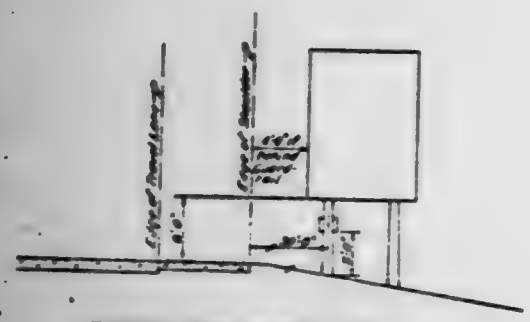
3-10-75
CC: C.T. Keasey
J.H. Vorstegg } These were not included in contract.



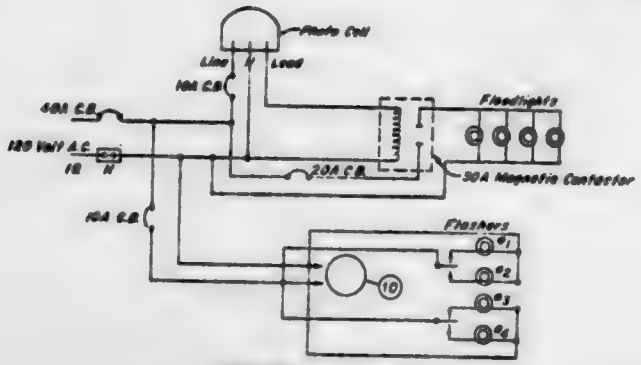




DETAIL "A"



TYPICAL SIGN INSTALLATION



WIRING DIAGRAM

The Overhead Advance Construction Sign should be mounted behind existing guardrail or other such protected location.

Sign Blank. The sign blank is to be construction of six 4'-0" x ¾" sheets of plastic high density overlay plywood. The three legend areas shall be orange reflectorized sheeting with black borders or cut-out legend. The other areas are to be left black. A maximum of three horizontal splices will be permitted in the reflective sheeting.

Posts. The posts are to be steel 4 signal poles, length as required. Minimum penetration 6'-0". Poles to be notched for horizontal conduit.

Flasher. Flashing Beacon shall be an Eagle Signal Corporation Type 51C or Crouse-Hinds Type TSU-II, or equal, securely fastened to sign.

Hardware & Fasteners: All hardware & fasteners are to be galvanized, stainless steel or aluminum.

Paint. Poles are to be left natural. 2x12 & 2x6 splice plates are to be given two coats of black enamel.

⚠ Steel conduit on light is not visible from back of sign.

LEGEND

1. ¾" galv. rigid conduit w/4 No.10 T/W wire.
2. ¾" galv. rigid conduit w/2 No.10 T/W wire
3. Photo-electric relay, Stober S-593 or Precision J-2-275 Mounting U-4 or approved equal
4. 6"x20"x20" galv. cabinet (See wiring diagram)
5. 4"x4"x4" galv. cast iron junction box w/cover or galv. sheet metal.
6. ¾" - 90° wiring elbow
7. ¾" - ½" reducer as required
8. 1" galv. rigid conduit w/2 #8 T/W wire
9. Flood lamp, Stoner CLD 3900 or Stober S-380 or approved equal with 500-watt R40 lamp, glare shield & wire guard.
10. Josh mounted, solid state flasher mechanism. Two alternating circuits rated at minimum of 10 amps per circuit.
11. ¾" galv. rigid conduit w/3 No. 10 T/W wire

DATE	AUTHR.	DATE	REVISION
4/7/71	TTJ	5/4/71	Revised drilling
5/6/71	TTJ	7/1/71	Revised signal color
7/1/71	EJH	9/71	Revised junction box
10/8/71	EJH	10/71	Removed dimensions &
			Added ⚠
	EJH	8/74	Revised sign area and legend
			Added

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

STANDARD OVERSIZE ADVANCE CONSTRUCTION SIGN

DRAWING NO. S-13

8116

1P

R

Form E-208 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Linn County Line-McKenzie River — Date March 13, 19 75

Highway Pacific — Contract No. 8116

County Lane — Prefix 620-1063

Contractor Morse Bros. — F. A. Project No. I-RF-5-4(80)198

Address P.O. Box 7 Lebanon, OR 97355 — Order No. Two

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

The work to be done is the necessary stage construction striping and removal of same where required.

Location by station numbers:

Station 13+38 to Station 336+00

Estimate of quantities and cost:

Materials	$2,750
Labor	$1,750
Equipment	$ 500
Total	$5,000

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The special provisions (Article 111.01) state that temporary striping and removal where required, will be done as extra work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$2,587,408.08
Present estimate of project cost, including $5,000 for work under this order	$2,483,901.76
Expected under-run ~~over-run~~ amount	$103,496.32
Expected under-run ~~over-run~~ per cent	4.0

Space to right of this line is for use of Salem Office

Submitted by: D. L. Greene, Resident Engineer

Approval Recommended: J. X. Wilson, Regional Engineer

DC 4-3-75

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer.

8116

1P

R

Form E-206 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Linn County Line - McKenzie River

Highway Pacific — Date March 13, 19 75

County Lane — Contract No. 8116

Contractor Morse Bros. — Prefix 620-1063

Address P.O. Box 7 Lebanon, OR 97355 — F. A. Project No. I-RF-5-4(80)198

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract. — Order No. One

Description of work to be done:

To reimburse the contractor as provided by contract EEO Special Provisions titled "On-The-Job Training."

Location by station numbers:

Station 13+38 to Station 336+00

Estimate of quantities and cost:

8 Trainees — 8,000 hours @ 80 cents an hour = $6,400.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The number of trainees for which the contractor will receive reimbursement under this order is 8. Further, the maximum reimbursement allowed on this contract for each trainee is limited to $800.00

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$2,587,408.08
Present estimate of project cost, including $6,400.00 for work under this order	$2,483,901.76
Expected under-run ~~over-run~~ amount	$103,496.32
Expected under-run ~~over-run~~ per cent	4.0

Space to right of this line is for use of Salem Office

Submitted by: D.W. Greene, Resident Engineer

Approval Recommended: J.X. Wilson, Regional Engineer DC 9-3-75

Approval Recommended: For Construction Engineer or Bridge Engineer

Approved: Construction Engineer.

8116

I5

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

March 4, 1975

W. E. Cole

FROM: W. E. Cole
Design Team Supervisor

SUBJECT: McKenzie River-Willamette R. Sec.
Pacific Highway
Lane County

TO: MEMORANDUM TO THE FILES

Region Construction Engineer, J. X. Wilson, informed me by telephone (2/27/75) that due to the small quantities on this project and the time element required to develop sources that aggregate material and borrow material will come from commercial sources.

WEC:jh
cc: J. X. Wilson
D. L. Trout

Verstegg
A. Olson
I Terpin T
Scott
Swenson
E. Olson
Trout

RECEIVED
MAR 4 - 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Read & Keep
Do for File
Return to
Bring up
Other

8116

I-5

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
February 27, 1975

P.E.T.

FROM: Frank E. Terpin
Final Design Engineer

TO: Alfred Shirley
Region III Engineer

SUBJECT: Linn Co. Line-McKenzie River
Pacific Highway
Construction Sequence

It has been brought to our attention that on a similar project in another state, the pre-paving and mud-jacking of the old pavement had rather disasterous consequences. Like the subject project, subdrains were installed to dewater the pavement structure. Subsequent investigation revealed that the jacking operation had either melted, filled or done both to the drains.

Therefore, it is our recommendation that in the preconstruction conference, the contractor be advised that either he perform the mud-jacking prior to the subdrainage work or he may be required to re-open the drain systems and demonstrate their satisfactory condition and functionality.

FET:we
cc: J. H. Versteeg
C. T. Keasey
C. G. Swenson
C. J. Gregg

copy sent Ed Hunt

8116 2-4-75

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-RF-5-4(80)198

STATE PROJECT NO. LINN COUNTY LINE-McKENZIE RIVER SECTION

COUNTY NAME LANE

PROGRAM STAGE (Check) [ ] 1. [X] 2.

FROM: G. L. GREEN, DIVISION ENGINEER, SALEM, OREGON

PROGRAM NO.

ITEM NO. RF-31 & I-807

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED STATE HWY ENGR. FEB 6 '75

REFER TO Hunter

FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JAN. 29, 1975	JANUARY 29, 1975	INTERSTATE ROUTE 5
		STATE ROUTE NUMBER PRIMARY ROUTE 1

GENERAL LOCATION: I-5 McKENZIE RIVER NORTH TO LINN COUNTY LINE.

NOTED E. S. HUNTER

GENERAL DESCRIPTION OF WORK: GRADE, DRAIN, HIGH TYPE PAVEMENT AND SIGNING

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

[ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

[ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

[X] OTHER (Specify)

TEMPORARY EROSION CONTROL	$10,000
ON THE JOB TRAINING	6,400
PERMANENT PAVEMENT STRIPING	2,500
STAGE CONSTRUCTION STRIPING	5,000
ADJUST BRIDGE DRAINS	1,000

[ ] ACQUISITION OF RIGHT-OF-WAY

[ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S JANUARY 24, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH THOSE ITEMS LISTED ABOVE AS SHOWN IN YOUR ESTIMATE.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED TITLE SHEET IS RETURNED HEREWITH.

2-6-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED FEB 6 1975 OFFICE OF ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-4-75	Howard L. Cissel	DIVISION ENGINEER

FORM FR-1240 (REV. 6-68) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8116

Salem, Oregon
January 30, 1975

ORIGINAL SIGNED BY
J. H. VERSTEEG
J. H. Versteeg
Road Design Engineer

Linn County Line-McKenzie
River Section
Pacific Highway I-5

Bud Shirley
Region 3 Engineer

After the asphaltic concrete overlay is completed on this section of I-5 vertical clearances at Swango and Coleman Road Structures will be substandard. The clearances in both cases will be reduced to approximately 14'-10" based on the planned overlay depth. Several requests to the FHWA for Federal Aid Interstate Funds to participate in the structure raising have been denied.

Bids will be opened on this project February 20, 1975, as presently scheduled. Solutions to the problem of inadequate clearances will have to wait until funds can be obtained for this work.

REFERRED TO

Beard ____ Reed ____
Cole ____ Sample ____
Eriksen ____ Watson ✓
Hager ____ Wolfe ____
Return ✓ Discuss ____ Do ____ File Copy ____ Due ____
BY FINAL DESIGN ENGINEER

JHV:jh
cc: H. S. Coulter
D. H. Moehring
C. T. Keasey

Versteeg ____
A. Olson ____
I Terpin T
Scott ____
Swenson ____
R. Olson ____
Trout ____

RECEIVED
JAN 30 1975
ROAD DESIGN SECTION

Requires Reply ____
Requires Approval ☐
Receiver Keep ____
Do not File ____
Return To ____
Bring Up ____/____
Other ____

8116

I5

ROBERT W. STRAUB
XXXXXXXXXXX

January 30, 1975

Mr. Patrick A. Humphries
President
Sealant Systems, Inc.
Rt. 2, Box 700
Poulsbo, Washington 98370

Dear Mr. Humphries:

This is to advise you that we are finally advertising the Linn County Line-McKenzie River Project. A copy of our Notice to Contractors is enclosed.

The project calls for 10,700 square yards of Asphalt Concrete Reinforcing Fabric, one half of which is Petromat and one half a woven fiberglass.

A copy of the plan sheet and special provisions covering this work is enclosed.

Should you have any questions, please feel free to call or write. We will be assembling a plan holders list on this project in about two weeks and we will send you a copy when it is available.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

C. G. Swenson
Specifications Engineer

CGS:jh
Encl.

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JAN 30 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

A.N. Clear 1-29-75

I-5

ENVIRONMENTAL REVIEW

Section Linn Co. Line - McKenzie R. Sec.
Highway
County Lane
Type of Work C, P & Sign
Date

ENVIRONMENTAL IMPACT STATEMENT: No

NEGATIVE DECLARATION: Yes - All requirements are covered in the plans & spec's

FISH COMMISSION: Examined preliminary plans - no conflicts providing water quality standards are maintained.

WILDLIFE COMMISSION: Yes - requirements, no apparent problems that can't be handled during construction.

DIVISION OF STATE LANDS: Yes - requirements covered in the plans & spec's - Contractor will have to cross Muddy Creek if he uses the borrow source, but quantities should be 50 yds or less.

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: Yes, Muddy Cr. prospective source - no anticipated problems - reclamation work covered in the plans & spec's.

OTHER:

8116

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 24, 1975

In reply refer to: 1041BR

SUBJECT: Oregon Project I-5-4(-)
Linn Co. Line - McKenzie River Sec
Swango Rd and Coleman Rd Structures

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have reviewed all data forwarded on raising Swango and Coleman Road structures as requested in Mr. Hunter's letter of December 20, 1974. Federal-aid Interstate funds are not eligible to participate in the structure raising.

for G. L. Green

cc:
OSHD (W. Hart)

REFERRED TO

Beard	Reed
Cole	Sample
Eriksen	Watson
Heger	Wolfe

Action Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Verstoeg
2 A. Olson
3 Terpin
Scott
4 Swenson
R. Olson
Trant

RECEIVED
JAN 27 1975
ROAD DESIGN SECTION

Requires Reply
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NOTED
E. S. HUNTER
cc Hart
Bulevi
Forster
1-24-75

RECEIVED
STATE HWY ENGR.
JAN 27 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File
2

RECEIVED
JAN 28 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 20, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

NOTED
A. E. JOHNSON

Dear Mr. Green:

1041BR.1
Oregon Project I-5-4(-)
Linn County Line-McKenzie River Section
Structure Modifications

In answer to your October 2 letter concerned with the subject project, I am presenting the following information to further support our request to raise the Swango Road and Coleman Road structures.

You offered two alternatives to raising the structures, one of which was to lower the grade beneath each structure. This would involve the removal of 2,800 linear feet of P.C.C. pavement (four lanes) to accommodate the full depth surfacing and pavement cross section and provide for the 17-foot clearance requested. Estimated cost for each structure site is $780,000 which totals $1,560,000, the high cost being attributed to problems of removing the P.C.C. pavement under traffic. By comparison, raising the structure to achieve the same end would cost $140,000 at each structure site, for a total of $280,000, and problems of accomplishing the work under traffic would be minimized.

With respect to the other alternative, you may recall that approval was granted by your (February 20, 1974, File 1041BA) for a 5-inch overlay with a 1-inch open graded seal for the project which our Base Design Engineer indicates is the absolute minimum necessary to maintain structural integrity of the pavement. Reducing the overlay thickness below this minimum will not result in sufficient pavement strength to handle the traffic loads. In addition, feathering the overlay to even 4 inches will gain only two inches of vertical clearance relative to that remaining with the 6-inch "overlay"; this will not reduce the hazard.

There is no evidence in our maintenance records over the past 5 years that money was expended for the repair and maintenance of the Swango Road and Coleman Road structures. However, the lack of maintenance expenditures for this purpose does not indicate that there is no problem with insufficient clearances. I believe that previous correspondence (my letter of September 9) makes it rather clear as to the nature of the problem and why we seek to raise the structures. Since we are concerned with a safety project, it would seem wise to consider all aspects of safety and take steps to alleviate, if not eliminate, any hazardous conditions, one of which we feel is the low vertical clearances under structures.

We recognize that you have guidelines on which you must base your conclusions, but we feel that there is enough flexibility in them that extenuating circumstances can be considered. On the basis of the foregoing discussion and the information previously presented to you, we are reiterating our request for approval to raise the Swango Road and Coleman Road structures in conjunction with the proposed safety project.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Assistant State Highway Engineer

WHT:mc js

bc:
F. B. Klaboe
A. E. Johnson
V. D. Wolfe
J. H. Versteeg
W. J. Hart

RECEIVED
STATE HWY ENGR
DEC 23 '74
REFER TO
FOR
INVES | DIR

TRANSACTION NUMBER 1-109 AND 1-110

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 1-24-75

BY (Signature): L.W. RULIEN'S JANUARY 23, 1975 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: [X] FAI [X] FAP [ ] FAU [ ] FAS [ ] OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 RF-31 & I-807 ITEM NOS. _____ THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
31	RF-1-5-4(80)198	4.5	75,000	58,600	LINN COUNTY LINE-McKENZIE RIVER SECTION. LANE COUNTY, STATE OF OREGON.	GRADE, DRAIN, HIGH TYPE PAVEMENT AND SIGNS.
807	I-RF-5-4(80)198	6.1	3,925,000	3,621,000	SAME	SAME

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENG.
JAN 27 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Spec | Anal

REMARKS (Division)

1-28-75
ORIGINAL TO
L.W. Rulien

RECEIVED
JAN 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 1-24-75	SIGNATURE AND TITLE G. I. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

1-24-75

8116

~~PRO 6-2~~

January 23, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-RF-5-4(80)198

We are submitting program data for one jointly financed Interstate - Rural Primary Project No. I-RF-5-4(80)198, Item No. 807 (Interstate) and Item No. 31 (Rural Primary), "Linn County Line-McKenzie River Section", which we desire to have included in the Federal-aid Interstate and Rural Primary Highway Programs.

It is our present intention to receive bids for this project on February 20, 1975.

Included in the project is experimental use of fabric reinforcement in pavement overlay approved by FHWA under memorandum of December 10, 1974 as a Category 2 Experimental Project.

JG:bb
Enc.

Budget Bureau No. 41-R2067; Approval Ex

U.S. DEPARTME
BUREAU O

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H. Q.

FORM PR-1 (REV. 4-61)

1-23-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE
	14,600	27,500	95	10	Oregon	41

CARD 2 — REPORT NUMBER: 1 — PROJECT LOCATION (45 typewriter spaces): I-5, McKenzie River N. to Linn Co. Line

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., H.T. Pave., Sign. — NATL. FOREST — EMERG. YR. — PL. AUTH YR.

PROJECT NUMBER: PREFIX LETTER(S): I-RF- | NUMBER: 5-4 | SEQ. NO.: (80)

CARD 4 — CLASS OF FEDERAL FUNDS: Interstate — COUNTY NAME: Lane — CODE: 039

NAME OF URBAN AREA: --

ROUTE NO. I — FEDERAL-AID: I-5 — STATE: 1 — U.S.: I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
									ESTIMATED PROJECT COST BY PHASES				
1													
5					PE		I-5, McKenzie River N. to Linn Co. Line						Gr., d with A existi Unders PCC pa revisi slopes
5					ROW								
5					CONST (CODE) (Safety) 6706		"Linn Co. Line-McKenzie Riv. Sec."						ROW-30 Access Parkin comple
								(6.1)	(4,000,000)	(3,679,600)			
								6.1	3,925,000	3,621,000	304,000		
							PROJECT TOTALS	6.1	3,925,000	3,621,000	304,000		

CARD 1 CODE 1 — PREPARED BY

CARD 1 CODE 14 — PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item Nos. 4, 101, 10
Project Nos. I-5-4(2), (20), (34), (29
respectively.

USCG

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

1-23-75

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (48 typewriter spaces): I-5, McKenzie River N. to Linn Co. Line

ADT | PRESENT: 14,600 | FUTURE: 27,500 | YEAR: 95

REGION: 10 | STATE NAME: Oregon | STATE CODE: 41 | APPN CODE: 042 | ITEM NO.: 807

PROPOSED WORK (35 typewriter spaces): .T. Pave., Sign.

NATL. FOREST:

EMERG. YR.: | PL. AUTH YR.:

PROJECT NUMBER: PREFIX LETTER(S): I-RF | NUMBER: 5-4 | SEQ. NO.: (80)

P. Projects Only: POST MI.: 198 | DESIG.:

AL FUNDS: Interstate

COUNTY NAME: Lane | CODE: 039

AREA:

ROUTE NO.: I | FEDERAL-AID: I-5 | STATE: 1 | U.S.: I-5

PROGRAM STAGE: [ ] 1 OR [X] 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		I-5, McKenzie River N. to Linn Co. Line						Gr., dr. & overlay with AC pave. the existing facility. Underseal existing PCC pave. Safety revisions of roadway slopes & appurtenances.
	ROW								
	CONST (CODE) (Safety) 6706		"Linn Co. Line-McKenzie Riv. Sec."	(6.1)	(4,000,000)	(3,679,600)			ROW-300' normal; Access control-full; Parking restrictions-complete.
				6.1	3,925,000	3,621,000	304,000		
			PROJECT TOTALS	6.1	3,925,000	3,621,000	304,000		

ESTIMATED PROJECT COST BY PHASES

PARED BY

OGRAM APPROVAL DATES

REMARKS

Additional Data: Item Nos. 4, 101, 109, 138 and 222; Project Nos. I-5-4(2), (20), (34), (29) and (46), respectively.

-OVER-

USCOMM DUSC CMM-DC 40908-P61

LINN CO. LINE-McKENZIE RIVER SECTION
PROJECT NO. I-RF-5-4(80)198

REMARKS - continued

This project is jointly financed using Interstate and Rural Primary Federal-aid Funds. The overall length of the project is 6.1 miles which is financed with Interstate Funds except 4.5 miles of pavement undersealing work within the limits of the project financed with Primary Rural Funds.

Project Data: The work consists of (1) grade, drain and overlay with asphalt concrete pavement the existing facility consisting of four 12-foot lanes with 10-foot right and 6-foot left shoulders and 76-foot median; (2) undersealing the existing PCC pavement; (3) safety revisions to bring to present Interstate standards the roadway slopes, signs, guardrail, minor drainage structures and other appurtenances; (4) use of fabric reinforcement in pavement overlay and post-construction study as a Category 2 Experimental Project.

NOTE: The necessary landscaping of this section to conceal the construction scars caused by the work described above will be done under a separate project or projects in the future as "stage construction".

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 5 Clearinghouse A-95 review under working agreements dated April 28, 1970 and September 22, 1970, respectively.

PPM 90-1 Requirements: Negative Declaration concurred in by FHWA on June 19, 1974.

Public Hearings: None required under paragraph 6c of PPM 20-8.

Location/Design: Not a factor in the development of this project.

NOTE: (1) On-the-job trainees, as set forth in FHWA o
7-2(2), on this project will be determined
stage and the number stipulated in the PS &

(2) The project qualifies as a "Safety Improvem
under the provisions of FAHPM 6-8-2-1 as th
than the overlay, is for the correction of
features identified as hazardous in the AAS
"Highway Design and Operational Practices R
Safety".

(3) This project is in Congressional District N

Data for PR-37:

	Type Code	Description
Roadway:	6706	A.C./P.C.C. base
		Category 2 (Fabric Reinf.)
		Category 2 (Post-Const. Study)
		Pavement Underseal
Safety:	Y002	Traffic Signs
	Y007	Minor Structures
	Y101	Guardrail

LINN CO. LINE-McKENZIE RIVER SECTION
PROJECT NO. I-RF-5-4(80)198

ued

jointly financed using Interstate and Rural Primary
s. The overall length of the project is 6.1 miles
d with Interstate Funds except 4.5 miles of pavement
k within the limits of the project financed with
nds.

he work consists of (1) grade, drain and overlay with
pavement the existing facility consisting of four
th 10-foot right and 6-foot left shoulders and 76-foot
rsealing the existing PCC pavement; (3) safety revi-
o present Interstate standards the roadway slopes,
, minor drainage structures and other appurtenances;
c reinforcement in pavement overlay and post-
dy as a Category 2 Experimental Project.

sary landscaping of this section to conceal the con-
caused by the work described above will be done under
ct or projects in the future as "stage construction".

rements: Exempt from State Clearinghouse and District
A-95 review under working agreements dated April 28,
er 22, 1970, respectively.

ments: Negative Declaration concurred in by FHWA on

None required under paragraph 6c of PPM 20-8.

Not a factor in the development of this project.

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FAHPM 6-8-2-1 as the work, other than the overlay, is for the correction of roadside features identified as hazardous in the AASHTO report, "Highway Design and Operational Practices Related to Safety".

(3) This project is in Congressional District No. 4.

Data for PR-37:

	Type Code	Description	Estimated Cost
Roadway:	6706	A.C./P.C.C. base	$2,733,000
		Category 2 (Fabric Reinf.)	15,000
		Category 2 (Post-Const. Study)	7,000
		Pavement Underseal	75,000
Safety:	Y002	Traffic Signs	25,000
	Y007	Minor Structures	1,060,000
	Y101	Guardrail	85,000
			$4,000,000

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O.

FORM PR-1 (REV. 4-61)

1-23-75

Budget Bureau No. 41-R2067; Approval Ex

U.S. DEPARTME
BUREAU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER: 1 (19)(20) — PROJECT LOCATION (45 typewriter spaces): I-5, McKenzie River N. to Linn Co. Line (21) — ADT — PRESENT: 14,600 — FUTURE: 27,500 (66) — YEAR: 95 (70)(71)(72) — REGION: 10 — STATE NAME: Oregon — STATE CODE: 41 (22)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., H.T. Pave., Sign. (26) — NATL. FOREST (63)(69) — FA ROUTE NO. — EMERG. YR. (72)(73) — PL. AUTH YR. (74)(78) — PROJECT NUMBER: PREFIX LETTER (8): RF-I- — NUMBER: 5-4 — SEQ. NO.: (80)

CARD 4 — CLASS OF FEDERAL FUNDS: Rural Primary — NAME OF URBAN AREA (17-31): -- — COUNTY NAME: Lane — CODE: 039 (14)(16)

ROUTE NO. I — FEDERAL-AID: I-5 (32) — STATE: 1 (36)(37) — U.S.: I-5 (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHA PRO (Fu
1	(1618)	(16)	41	42	43 46	53		(54) (59)	(60) (66)	(67) (70)			
3					PE		I-5, McKenzie River N. to Linn Co. Line						Gr., dr with AC existing Undersea PCC pave revision slopes &
3					ROW								
3					CONST (CODE) (Safety) 6706		"Linn Co. Line-McKenzie Riv. Sec."	(6.1)	(4,000,000)	(3,679,600)			ROW-300' Access co Parking r complete.
								4.5	75,000	58,600	16,400		
							PROJECT TOTALS	4.5	75,000	58,600	16,400		
								(10)	(28) (34)	(39)			

CARD 1 — CODE 1 — PREPARED BY

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item Nos. 4, 101, 109, 1
Project Nos. I-5-4(2), (20), (34), (29) an
respectively.

USCOMM-BUDC

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

1-23-75

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5, McKenzie River N. to Linn Co. Line		14,600	27,500	95	10	Oregon	41	073	31

NATL. FOREST	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
			RF-1-	5-4	(80)	198	

FEDERAL FUNDS: Rural Primary

URBAN AREA: --

COUNTY NAME: Lane — CODE: 039

ROUTE NO. I — FEDERAL-AID: I-5 — STATE: 1 — U.S.: I-5

PROGRAM STAGE: [ ] 1 OR [X] 2

PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		PE		I-5, McKenzie River N. to Linn Co. Line						Gr., dr. & overlay with AC pave. the existing facility. Underseal existing PCC pave. Safety revisions of roadway slopes & appurtenances.
		ROW								
		CONST (CODE) (Safety) 6706		"Linn Co. Line-McKenzie Riv. Sec."	(6.1)	(4,000,000)	(3,679,600)			
					4.5	75,000	58,600	16,400		ROW-300' normal; Access control-full; Parking restrictions-complete.
				PROJECT TOTALS	4.5	75,000	58,600	16,400		

ESTIMATED PROJECT COST BY PHASES

PREPARED BY

PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item Nos. 4, 101, 109, 138 and 222; Project Nos. I-5-4(2), (20), (34), (29) and (46), respectively.

-OVER-

USCOMM-BUREAU-DC 48000-P61

LINN CO. LINE-McKENZIE RIVER SECTION
PROJECT NO. RF-I-5-4(80)198

REMARKS - continued

This project is jointly financed using Interstate and Rural Primary Federal-aid Funds. The overall length of the project is 6.1 miles which is financed with Interstate Funds except 4.5 miles of pavement undersealing work within the limits of the project financed with Primary Rural Funds.

Project Data: The work consists of (1) grade, drain and overlay with asphalt concrete pavement the existing facility consisting of four 12-foot lanes with 10-foot right and 6-foot left shoulders and 76-foot median; (2) undersealing the existing PCC pavement; (3) safety revisions to bring to present Interstate standards the roadway slopes, signs, guardrail, minor drainage structures and other appurtenances; (4) use of fabric reinforcement in pavement overlay and post-construction study as a Category 2 Experimental Project.

NOTE: The necessary landscaping of this section to conceal the construction scars caused by the work described above will be done under a separate project or projects in the future as "stage construction".

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 5 Clearinghouse A-95 review under working agreements dated April 28, 1970 and September 22, 1970, respectively.

PPM 90-1 Requirements: Negative Declaration concurred in by FHWA on June 19, 1974.

Public Hearings: None required under paragraph 6c of PPM 20-8.

Location/Design: Not a factor in the development of this project.

NOTE: (1) On-the-job trainees, as set forth in FHWA
7-2(2), on this project will be determine
stage and the number stipulated in the PS

(2) The project qualifies as a "Safety Improv
under the provisions of FAHPM 6-8-2-1 as
than the overlay, is for the correction o
features identified as hazardous in the A
"Highway Design and Operational Practices
Safety".

(3) This project is in Congressional Distric

Data for PR-37:

	Type Code	Description
Roadway:	6706	A.C./P.C.C. base
		Category 2 (Fabric Reinf.)
		Category 2 (Post-Const. Study
		Pavement Underseal
Safety:	Y002	Traffic Signs
	Y007	Minor Structures
	Y101	Guardrail

LINN CO. LINE-McKENZIE RIVER SECTION
PROJECT NO. RF-I-5-4(80)198

tly financed using Interstate and Rural Primary
The overall length of the project is 6.1 miles
th Interstate Funds except 4.5 miles of pavement
thin the limits of the project financed with

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vement the existing facility consisting of four
0-foot right and 6-foot left shoulders and 76-foot
ling the existing PCC pavement; (3) safety revi-
resent Interstate standards the roadway slopes,
inor drainage structures and other appurtenances;
einforcement in pavement overlay and post-
as a Category 2 Experimental Project.

y landscaping of this section to conceal the con-
used by the work described above will be done under
or projects in the future as "stage construction".

ments: Exempt from State Clearinghouse and District
95 review under working agreements dated April 28,
22, 1970, respectively.

nts: Negative Declaration concurred in by FHWA on

None required under paragraph 6c of PPM 20-8.

Not a factor in the development of this project.

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FAHPM 6-8-2-1 as the work, other than the overlay, is for the correction of roadside features identified as hazardous in the AASHTO report, "Highway Design and Operational Practices Related to Safety".

(3) This project is in Congressional District No. 4.

Data for PR-37:

	Type Code	Description	Estimated Cost
Roadway:	6706	A.C./P.C.C. base	$2,733,000
		Category 2 (Fabric Reinf.)	15,000
		Category 2 (Post-Const. Study)	7,000
		Pavement Underseal	75,000
Safety:	Y002	Traffic Signs	25,000
	Y007	Minor Structures	1,060,000
	Y101	Guardrail	85,000
			$4,000,000

8116

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 10, 1974

In reply refer to: 10HDA.5/X Ref. 430.2

SUBJECT: Oregon Project I-5-4(-)198
Linn County Line-McKenzie River Section
Experimental Use of Fabric Reinforcement in Pavement Overlay

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

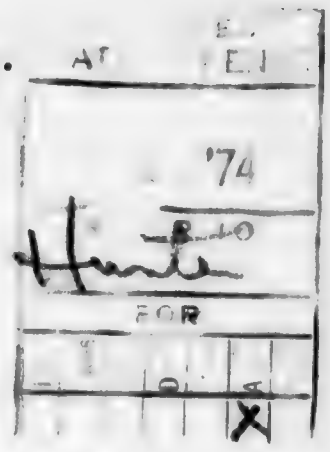
NOTED
E. S. HUNTER

Reference is made to Mr. Hunter's October 21, 1974 letter concerning the above subject.

Your proposed experimental project of using fabric to reinforce flexible pavements to control reflective cracking is approved as a Category II Experimental Project.

You may program both the experimental construction and the post-construction study with the proposed overlay and safety project or you may program the post-construction as HPR project. If you choose the latter course, please submit a proposal in accordance with Chapter 3, Paragraph 9 of the Research and Development Program Manual.

for G. L. Green



12-23-74
cc: Schroeder
Royer
Keasey
Bancroft
Versteeg
Wolfe

RECEIVED
DEC 12 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

October 21, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Oregon Project I-5-4(-)198
Linn County Line-McKenzie River
Experimental Use of Fabric
Reinforcement in Pavement Overlay

In accordance with the recommendations contained in your memorandum 10-41-B, the originally requested experimental use of fabric reinforcement in the planned pavement overlay has been reduced. Other modifications to the original request herein resubmitted for your consideration and approval are:

1. Addition of glass fiber mesh as an experimental reinforcement;

2. Variations in structural location of the reinforcing materials in the overlay, and

3. Use of bonding and bond breaking materials in conjunction with joint treatments.

In our research literature review we have come to the opinion that the subject proposed materials and methods presently offer the most encouragement for success. We are confident you share our concern and interest that in the face of continued rising costs, practical means must soon be found that will materially extend the maintenance free service life of roadway surfacings. Therefore, if in your review of the proposal, there should occur to you other materials or techniques you feel also merit comparative investigation please advise.

Attached is a proposed work plan which includes construction and detail sketches. One thousand foot sections for each investigative area are proposed. This length is deemed sufficient for definitive study and necessary to minimize the chance of influence by unrelated factors.

It is requested that the work be done as a category 2 experiment. Funding of the post-construction study is requested under HPR. Your early consideration and approval of the request would be appreciated as contract plans are being finalized.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment

WWR:jh js

bc:
F. B. Klaboe
A. E. Johnson
R. L. Schroeder
R. E. Royer
C. T. Keasey
Gordon Beecroft
J. H. Versteeg
V. D. Wolfe

October 21, 1974

Linn County Line-McKenzie River Section
Oregon Project I-5-4(-)198
Experimental Use of Fabric Reinforcement in Flexible Pavement
Overlay of Deteriorated Rigid Pavement

WORK PLAN

PROJECT DESCRIPTION - The project is a section of four lane Interstate freeway (I-5) between the Linn County Line and the McKenzie River in Lane County. The existing facility is composed of four 12-foot Portland cement concrete traffic lanes with asphaltic cement concrete paved median and outer shoulders and a 76-foot open median separation of the roadways. The deteriorated P.C.C. traffic lanes are to receive a 5-inch asphaltic concrete overlay with a 1-inch open graded plant mix seal. The experimental features to be included in the normal overlay operation are eight 1,000' sections of the overlay in which fabric reinforcements will be placed under varying conditions and two 1,000' designated control sections for comparative monitoring purposes. Both experimental and control sections shall be located in the outside or truck lane.

OBJECTIVES - The purpose of the experiment is to definitively evaluate under regional field conditions the effectiveness of selected fabric reinforcements in retarding the reflective cracking of flexible pavement overlays of deteriorated rigid pavements. In addition, joint sealants, bonding and bond-breakers and variations in the structural location of the reinforcement fabrics will be studied.

EXPERIMENTAL FEATURES - The fabrics proposed for use in the experiment are proprietary materials specifically developed for this purpose. They are:

1. Petromat, a non-woven polypropylene fabric marketed by the Phillips Petroleum Company of Bartlesville, Oklahoma, and

2. Glass fabric, designation I-9180/52 a woven open mesh fabric marketed by Burlington Glass Fabrics Company of Greensboro, North Carolina.

It is planned that two 1,000' sections of each fabric, 4,000' in all, shall be placed immediately over the old pavement, i.e., under the full depth of the overlay. The other two 1,000' sections of each

fabric, also 4,000', in all, shall be placed mid-depth in the overlay, between the top and base courses (see attached Sketch "A"). Of the eight 1,000' sections of differing materials and placements, one half each shall be provided bond breakers (see attached Sketch "B") at all contraction joints and full lane width transverse random cracks. The other four 1,000' sections shall be fully bonded to the underlying old pavement.

INSPECTION AND REPORTING -

PRECONSTRUCTION - Preparatory work to be performed prior to construction shall include selection of the various sections for experimentation and control. The selected sections will be monumented for future identification, fully photographed and graphically described through field measurements. Deflection tests and drill cores will be taken where merited. Detailed sketches accurately showing the location and nature of the failures and evidenced distress of each of the eight 1,000' experimental and two control sections will be prepared (see attached sample, Sketch C).

CONSTRUCTION - Excepting variations in placement and bonding as previously outlined, the manufacturer's recommendations on materials and application procedures for their respective products will be followed wherever practical (see attachment D).

POST-CONSTRUCTION - Field inspections of the experimental and control sections shall be made annually each spring for the first four years and biennially for the next six years as a minimum. Inspection shall primarily be visual with deflection measurements and drill cores being taken if warranted. It is anticipated that some coring will be necessary for the final report to evaluate bonding, bond breakers, joint sealants, fabrics, et cetera.

Fixing a specific time period for finalizing the study appears inappropriate inasmuch as substantive evidence of the reinforcement's effectiveness may not develop in less than ten or more years. Therefore, it may be found that a later supplemental review and report is warranted after the scheduled ten year time frame.

Inspection and reporting of all phases of the experimental work shall be done by or under the supervision of the Research Section of the Division Planning Branch, Gordon Beecroft, Research Engineer.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE October 15, 1974

TO J. H. Versteeg
Road Design Engineer

FROM John C. Jenkins, Engineer of Materials
By
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT Reflection Cracking of
Overlay Pavements

Attached is a copy of data from a Colorado Department of Highways research project on reflection cracking of overlay pavements. It is my understanding from Pat Humphres with Sealant Systems, Inc. that the tests and observations for the project were made by the Colorado laboratory personnel.

Although the report for the project has not been prepared, the data gives us some idea as to the effect of various materials in reducing cracking of overlays. The last inspection of the pavement after 2½ years of traffic certainly shows that the Phillip Petromat is comparatively effective.

JEW:gs

cc: C. T. Keasey
G. W. Beecroft

RECEIVED
OCT 16 1974
ROAD DESIGN SECTION

Acknowledge
Approval
Circulate
Comment
File
Initial
Necessary Action
Note and Return
See Me
Signature
Submit
Supervisor
Trace

Appropriate Reply
Requested / Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

PHILLIPS PETROLEUM COMPANY
BARTLESVILLE, OKLAHOMA 74004 918 661-6600

October 2, 1974

DFL-99-74

Mr. Pat Humphres
Sealant Systems, Inc.
Route 2, Box 700
Poulsbo, Washington 98370

Dear Pat:

Enclosed are two copies of the data sheets for the Colorado Department of Highways reflection cracking test project on I-70 just east of Grand Junction, Colorado.

We have requested additional copies of the installation report. As soon as they come in I will send one to you.

The Petromat® sections are number 10 and 12 and show zero crack reflection after 2½ years as shown in the March 1974 data sheet.

The Petroset® AT sections are number 3 and 15 and show the next best to Petromat as far as crack reflection is concerned. Section 16, a reclamite section, shows good crack reflection, but is in doubt as a reliable test since from 10" to 15" of leveling course was used on the old pavement before the overlay was placed.

The laboratory tests for March, 1974 show the Petroset AT section 3 to have the highest penetration test of any sections and a 200+ ductility.

Very truly yours,

Dale F. Levy

DFL:jh

re	Line Crack Befo Overla
s)	
	56
	45
	49
	66
	36
	43
	43
	38
	35
	27
	45
	39
	35
	57
	59
	3
	5
	0
	7
	3
	1

EXPERIMENTAL PROJECT
DATA SUMMARY

Project I70-1(31)

Location PALISADE

Date MARCH 1974

Use dashes over/after test area

If the def. basins overlap the more deformable

16-20 wedge per wheel path

Lin. ft./100 ft.

Reversing of cracking reflected through 2" overlay

Section	PSI (CHLOE)	Benk. Beam Deflection (inches)	Radius of Curvature (feet)	Cracks & Patch. (--/1000 ft²) Lin. (ft)	Allig. (ft²)	Patch. (ft²)	Type of Treatment	Texture (inches)	Linear Cracking Before Overlay
88 S-1	2.6 / 3.0	.020	580	49	—	—	STANDARD	2	56
100 1	3.2 / 3.5	.028	780	59	—	—	SQUEEGE SEAL	3	45
100 2	2.9 / 3.3	.020	690	52	—	—	SQUEEGE SEAL	5	49
6 (3)	3.3 / 3.7	.012	1450	4	—	—	PETROSET	3	66
50 4	3.6 / 3.9	.028	450	18	—	—	HEATER SCARIFIER	4	36
35 S-2	3.1 / 3.4	.018	1530	15	—	—	STANDARD	3	43
46 5	3.2 / 3.4	.022	490	22	—	—	HAND SQUEEGEE SEAL	3	43
63 6	2.9 / 3.1	.016	1150	24	—	—	SLURRY SEAL	3	38
69 7	3.2 / 3.5	.018	690	24	—	—	SLURRY SEAL	3	35
22 8	3.4 / 3.7	.013	680	6	—	—	HEATER SCARIFIER	3	27
20 9	3.3 / 3.5	.015	700	9	—	—	RECLAMITE	3	45
0 (10	3.3 / 3.5	.016	510	0	—	—	PETROMAT	3	39
40 11	3.1 / 3.6	.010	1280	14	—	—	HAND SQUEEGEE SEAL	10	35
0 (12)	3.1 / 3.4	.011	1650	0	—	—	PETROMAT	4	57
8 (15	3.4 / 3.9	.010	3750	3	—	—	PETROSET	3	39
21 13	3.0 / 3.5	.021	590	8	—	—	PLANT MIX SEAL	12	33
20 14	2.9 / 3.4	.012	2200	9	—	—	PLANT MIX SEAL	11	45
3 16	3.3 / 3.7	.009	1420	1	—	—	RECLAMITE	8	40
11 17	3.2 / 3.6	.006	2020	3	—	—	RUBBERIZED ASPHALT	3	27
24 18	3.3 / 3.4	.015	1340	9	—	—	RUBBERIZED ASPHALT	2	38
36 AVE.	3.2 / 3.5	.016	1210	16	—	—		5	45

PALISADE EXPERIMENTAL PROJECT

Field Notes
March 1974

The Palisade Experimental Project was evaluated during the week of March 18, 1974. CHLOE PSI's, Benkelman beam and curvature meter readings were obtained, the cracking and patching maps were updated and ten asphalt core samples were removed.

All test sections were supposed to receive a two inch overlay but several required considerably more which has made comparison of the different treatment methods impossible. Sections 11, 12, 16, 17, and 18 required a considerable amount of leveling course to smooth bumps before the final two inch overlay was placed. Sections 3 and 15 (Petroset) required an additional 3/4 inch overlay to correct a low skid resistance situation caused by the Petroset. Benkelman beam deflections average 0.010 inches for the above mentioned sections and 0.019 inches for all others.

Penetration and ductility tests were performed on ashpalt samples taken from the roadway. Penetration and ductility on standard asphalt averaged 60 and 200+ respectively. Petroset "AT" was 100+ and 200+ respectively. These high readings could be the nature of the material, which is expected of Petroset "AT", or the corrective 3/4" overlay. Sections with rubberized asphalt show a 70 to 80 penetration, and 200+ ductility. All other tests were the same as or lower than the standard.

The cracks have been slow to reflect through the thick sections and it will be at least one more year before a final report can be written.

Sheet 1 of 1

EXPERIMENTAL PROJECT
DATA SUMMARY

Project I70-1(31)

Location PALISADE

Date MAY 1973

Section	PSI (CHLOE)	Benk. Beam Deflection (inches)	Radius of Curvature (feet)	Cracks & Patch. (--/1000 ft²) Lin. (ft)	Allig. (ft²)	Patch. (ft²)	Rut Depth (inches)	Texture (inches)	Notes
S-1	2.7 / 2.9	.012	750	44				1	
1	3.0 / 3.2	.015	460	33				2	
2	2.8 / 3.1	.013	390	35				3	
3	3.0 / 3.3	.013	350	3				5	
4	2.9 / 3.1	.015	360	9				1	
S-2	2.8 / 3.0	.016	180	6				2	
5	2.9 / 3.1	.018	320	10				2	
6	2.8 / 3.0	.019	990	15				1	
7	3.0 / 3.1	.021	660	13				1	
8	3.2 / 3.4	.019	560	1				2	
9	3.0 / 3.3	.013	530	3				3	
10	3.0 / 3.2	.013	450	0				3	
11	2.8 / 2.9	.013	740	8				1	
12	3.0 / 3.1	.013	220	0				1	
15	3.3 / 3.3	.013	1260	2				0	
13	3.1 / 3.1	.022	600	6				0	
14	3.2 / 3.2	.015	510	5				0	
16	3.1 / 3.1	.011	1030	1				0	
17	3.0 / 3.2	.022	1020	0				2	
18	2.9 / 3.2	.016	1040	8				4	
AVE.	3.0 / 3.1	.015	670	11				2	

Sheet 1 of 1

Project I-70-1(31)

Location PALISADE

Date MARCH 20, 1972

EXPERIMENTAL PROJECT
DATA SUMMARY

Section	PSI (CHLOE)	Benk. Beam Deflection (inches)	Radius of Curvature (feet)	Cracks & Patch. (--/1000 ft²) Lin. (ft)	Allig. (ft²)	Patch. (ft²)	Rut Depth (inches)	Texture* (inches)	Notes
S-1	2.4/2.7	.025	580	18				6	
1	2.5/3.3	.032	440	16				22	
2	2.6/3.3	.022	590	20				15	
3	2.9/3.4	.018	590	2				12	
4	2.8/3.4	.026	360	1				13	
S-2	2.7/3.3	.024	900	4				13	
5	2.7/3.4	.020	900	1				17	
6	2.7/3.2	.021	1860	0				10	
7	2.7/3.2	.020	610	0				12	
8	2.8/3.3	.020	610	0				9	
9	2.8/3.4	.020	460	0				13	
S-1 10	2.4/3.0	.020	300	0				13	
11	2.5/3.1	.018	450	1				13	
A-1 12	2.8/3.2	.018	590	0				8	
15	3.5/4.1	.014	890	2				12	
13	2.8/3.4	.027	350	0				13	
14	2.6/3.2	.021	570	0				13	
16	3.0/3.6	.015	430	0				13	
17	2.8/3.4	.013	570	0				13	
18	2.8/3.5	.022	330	4				18	
AVE.	2.7/3.3	.021	620	3				13	

* 15 PROBE

EXPERIMENTAL PROJECT

DATA SUMMARY

Project I70-1(31)38

Location PALISADE

Date NOVEMBER 1971

Section	PSI (CHLOE)	Benk. Beam Deflection (inches)	Radius of Curvature (feet)	Cracks & Patch. (--/1000 ft²) Lin. (ft)	Allig. (ft²)	Patch. (ft²)	Rut Depth (inches)	Texture (inches)	Notes
S-1	2.7 / 3.3	.023	1470	0	0	0	0	35	
1	2.7 / 3.4	.027	630	4				39	
2	3.0 / 3.7	.029	412	5				39	
3	2.8 / 3.4	.026	945	0				32	Texture 24 After Plant Mix Seal
4	2.8 / 3.5	.031	945					37	
S-2	2.9 / 3.6	.015	1840					43	
5	2.8 / 3.7	.025	494					62	
6	2.7 / 3.4	.017	1610					46	
7	2.8 / 3.5	.017	1290					43	
8	3.1 / 3.9	.024	803					48	
9	2.9 / 3.6	.018	804					39	
10	2.9 / 3.7	.020	1610					59	
11	2.5 / 3.3	.017	1070					47	
12	2.8 / 3.5	.015	2010					36	
15	3.2 / 3.6	.015	699					20	Texture 51 After Plant Mix Seal
13	2.3 / 3.0	.027	842					25	
14	3.1 / 3.6	.019	935					27	
16	2.8 / 3.3	.017	990					29	
17	3.0 / 3.5	.013	2400					23	
18	2.6 / 3.2	.024	526	0	0	0	0	34	
AVERAGE	2.8 / 3.5	.021	1120	1/2	0	0	0	38	

* TEMPERATURE CORRECTED

* 29 POINT

91.1.55

B6987

3-27-74

10. ASPHALT CORES FOR PEN. & DUCTILITY

Recovery Samples

Started Apr. 6, 1974

Fin- 8-12-74

number	Pen. @ 77 F.	Ductility @ 77 F.
1-6	14	9 cm
1-T	47	200+
3-A	137	200+
3-B	5	5 cm
4-B	14	6 cm
4-M	83	40 cm
4-T	63	200+
9-T	62	200+
9-B	13	12 cm
17-T	98	200+

1974

LAB NO.		PENETRATION @ 77°F	DUCTILITY @ 77°F
C-5 - (15T)	Petroset-AT Emulsion	75	200+ cm
C-6 - (17T)	H.F. Rubber	71	200+ cm
C-7 - (S-1)	Standard	51	158 cm
C-8 - (1-T)	MC-70 and lime dust	54	97.5 cm
C-9 - (1-B)	" " "	29	11 cm
C-10 - (8-T)	Heater-Scarifier + Reclamite	39	44 cm
C-11 - (8-M)		25	15 cm
C-12 - (8-B)		13	12 cm

1973

cc: Gerhardt, Room 296

DOH Form No. 193
Revised: February 1971

TEST REPORT

DIVISION OF HIGHWAYS - STATE OF COLORADO
Staff Materials Division
4340 E. Louisiana Avenue
Denver, Colorado 80222

Sample # B 6937
Location Palisade
Date 6-29-72

Sample	#3T	#4M	#5-2T	#5-2B	#9T	#9B	#18T
Ductility	100+cm	53 cm	190+cm	46.5 cm	190+cm	10 cm	190+c
Penetration	63	34	73	27	52	12	53

1972

cc: Gerhardt (2)

as: 7-17-72

G. R. Lourie
Staff Materials Engineer

(1971)

Project No. HP-0001-08
Location-Clifton-Plateau Creek
DOH Form 157 No. J 6937

The letters following the core number refer to; Top (T) 2 inch new overlay, unless otherwise noted, Middle (M) variable thickness layer between old bottom 3 in. coarse and new 2 in. overlay, and Bottom (B) the old 3 in. bituminous pavement.

The penetration and ductility are both at 77 F. The shear is reported in total pounds of direct shear required to separate the layers.

Core No.	Sample No	Penetration	Ductility	% Asphalt	Lbs.Shear	Comments
1 T	B 663	80	190+		492	Smooth shear at contact
1 B	664	29	49			
2 T	665	83	190+		408	Smooth shear at contact
2 B	666	25	17.5			
3 T	667	116	190+	6.41	680	Smooth shear at contact
3 B	668	31	33	5.79		
3-A T	669	103	190+		506	Smooth shear at contact
3-A B	670	28	28			
4 T	671	70	190+	6.12	570	Rough shear-No plane
4 M	672	82	190+	5.62		
4 B	673	26	15	5.84		
5 T	674	74	190+		1042?	Smooth shear at contact
6 T	675	77	190+		558	Smooth shear at contact
7 T	676	32	33		398	Rough shear-No plane
8 T	677	78	175	5.89	350	Smooth shear at contact
8 M	678	48	190+	6.40		
8 B	679	78	190+	5.76		
9 T	680	39	190+	5.78	390	Smooth shear at contact
9 M	681	35	103	6.05		
9 B	682	23	25	5.57		
10	-	--	--	---	318	Smooth-membrane stocktotop 2"
11 T	683	68	190+	6.28	860	Smooth shear at contact
11 B	684	34	77	5.78		
12	-	--	--	---	194	Smooth-membrane stocktotop 2'
13 T	685	79	190+		610	Rough shear-No plane
13 M	686	52	190+	4.68		Middle is PMSC
13 B	687	23	19		310	Rough shear-No plane

Core No	Sample No	Penetration	Ductility	% Asphalt	Lbs. Shear	Comments
14	-	--	--	---	214	Smooth shear at contact
15 T 1"	688	101	190+	6.01	696	Smooth shear at contact
15 M 2"	689	103	190+	6.55	538	Smooth shear at contact
16 T	690	87	190+	6.16	170	Smooth shear at contact
16 M	691	39	121	6.31	54	Smooth shear at contact
16 B	692	36	167	6.38		
17 T	693	30	190+	5.84	602	Smooth shear at contact
17 B	694	30	86	5.90		
18 T	695	84	190+	6.12	490	Smooth shear at contact
18 B	696	34	143	6.20		

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 14, 1974

FILE:

FROM: Gordon Beecroft
Research Engineer

TO: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Experimental Use of Polypropylene Reinforcement in Overlay

Linn Co Line-McKenzie River

I am pleased with the proposal to incorporate a non-woven polypropylene reinforcement in the Linn County Line - McKenzie River Section overlay. I would, however, like to see a test section constructed with the fabric near the bottom of the overlay.

Although mine seems to be a minority view, several others I have talked to do share it. My reasoning is that on pavements having a 61.5 foot contraction joint spacing the thermal movement per opening is relatively large. A crack is likely to propagate quickly from such a joint up to the level of the fabric and, with the fabric at mid-depth, the reserve against the crack migrating on to the surface is reduced. The major contribution the fabric can make is to stop reflection cracks and the deeper they are stopped the better, it seems to me. The Petromat people I talked to are not aware of its being used over reinforced pavements having long panels. They did seem to share my concern over the large thermal movement per joint.

The reasoning behind putting the fabric at mid-depth is mainly for the purpose of distributing the vertical strains caused by deflecting or rocking slabs before the strains get to the fabric. I have not been completely persuaded of the merit of having the fabric at mid-depth for this purpose either; I visualize both advantages and disadvantages.

Since this is to be an experimental project, perhaps a test section could be constructed with the fabric immediately above a thin leveling course.

Also, some interest has been expressed in trying a fiberglass fabric reinforcement. Would this be a good project to substitute a 500 foot section, or perhaps two 300 foot sections, of fiberglass?

GB:lj
cc: R. L. Schroeder

Beecroft
Ventieg
Wolfe.

6-18-74

I agree that it is appropriate to install test sections as outlined. We should to gain FHWA approval.
ESH

RECEIVED
JUN 17 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-4(-)198
Linn County Line-McKenzie River Section
Experimental use of Polypropylene
Reinforcement in Pavement Overlay

DATE: June 13, 1974

In reply refer to: 10-41-B

FROM : G. L. Green, Division Engineer

NOTED
E. S. HUNTER 6/15/74
Stanley: prepare data requested and include suggestions date 6-14-74.
Ed H

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

By June 7 letter Mr. E. S. Hunter requested approval to incorporate, on an experimental basis, a non-woven polypropylene fabric reinforcement (Petromat) in a portion of the asphalt pavement overlay on subject project. The proposal provides for incorporation of the reinforcement in the outside traffic lanes between stations 14+00 and 246+00 except for two 300 foot control sections to be located in the southbound lanes and two in the northbound lanes. The estimated cost of this experimental feature is $85,744.

The proposal has been carefully reviewed and is considered to have merit. Experimental features such as Petromat should be tested and evaluated under different conditions such as those offered by this project. However, your proposed installation is considered to be too extensive. The desired data can be obtained from a much less extensive installation.

It is suggested that you consider smaller test sections such as two 1000 foot sections in each roadway with companion 500 foot control sections. This should adequately demonstrate the effectiveness of this product at a reasonable cost and is more within the intent of a category 2 experimental project.

It is further suggested that the detail sketch and description of the old pavement sections be extended to include the areas over which the Petromat is to be placed. This historic data are deemed necessary to make the desired evaluation of the effectiveness of the Petromat.

If you desire to undertake the category 2 project as above proposed it will be necessary to submit a more formalized work plan. This work plan should cover such items as project description, objectives, experimental features, inspection, reporting, financing, etc.

RECEIVED
JUN 17 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

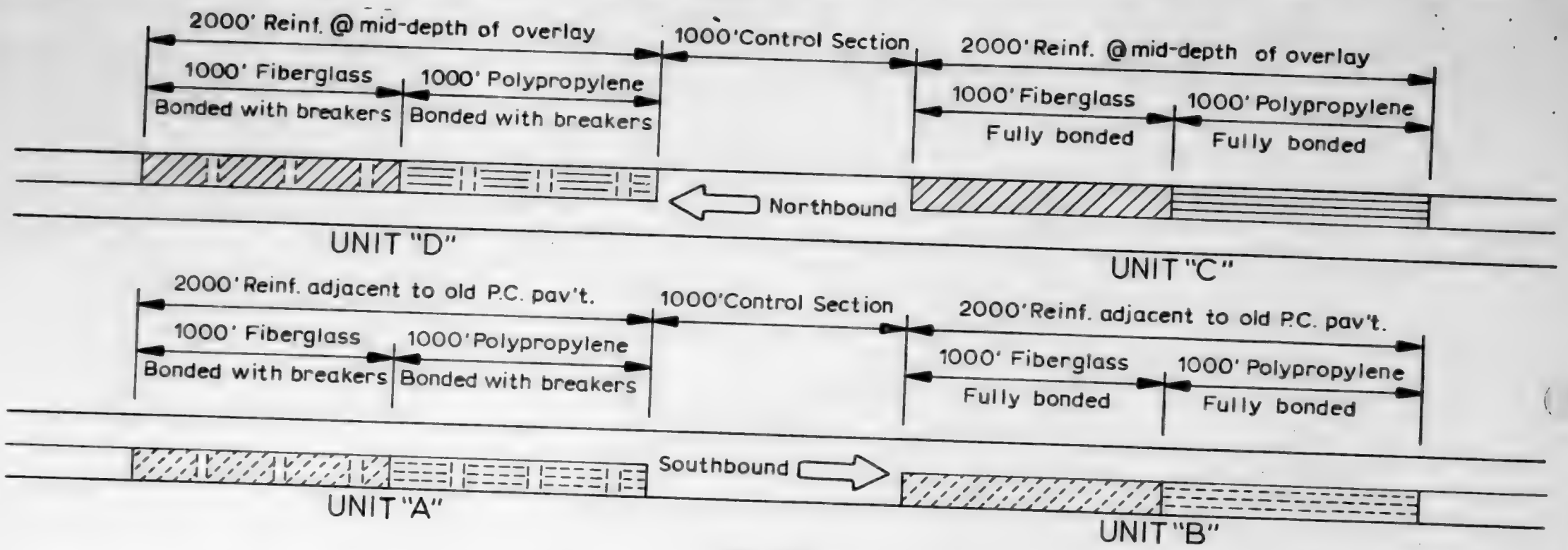
REFERRED TO (memo)
Cole — 1 Reed
Eriksen — Sample
Hager — 2 Watson
Return ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

NOTED
A.E. JOHNSON

Info
R/D
D/R
Sign
Act
File
FOR
REFER TO
JUN 14 74
RECEIVED
HEADQUARTERS HWY ENGR

Financing considerations must include the post construction expense of data collection and assembly of information, including analysis, interpretation and reporting of data which is not eligible for FAI funding. This phase of work can be financed from HPR or State funds.

G. L. Green



PLAN

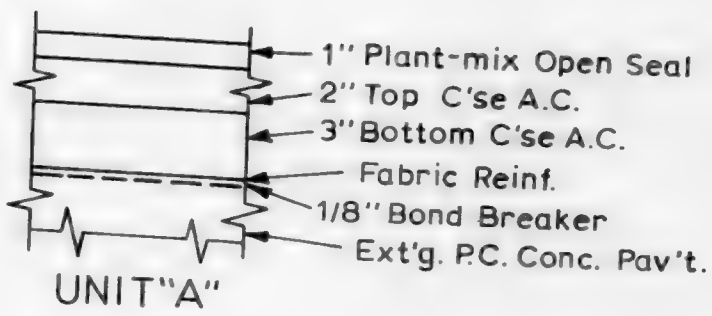
SKETCH "A"

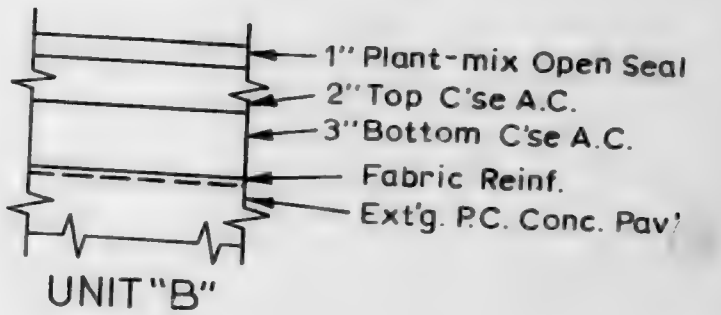
CONSTRUCTION DETAILS

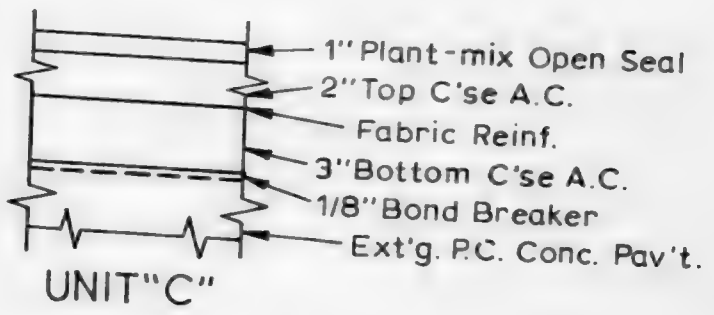
LINN CO. LINE-McKENZIE RIVER SEC.

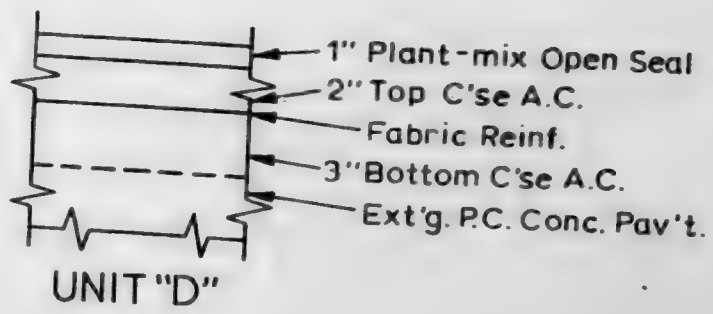
PACIFIC HWY. (I-5)

LANE COUNTY

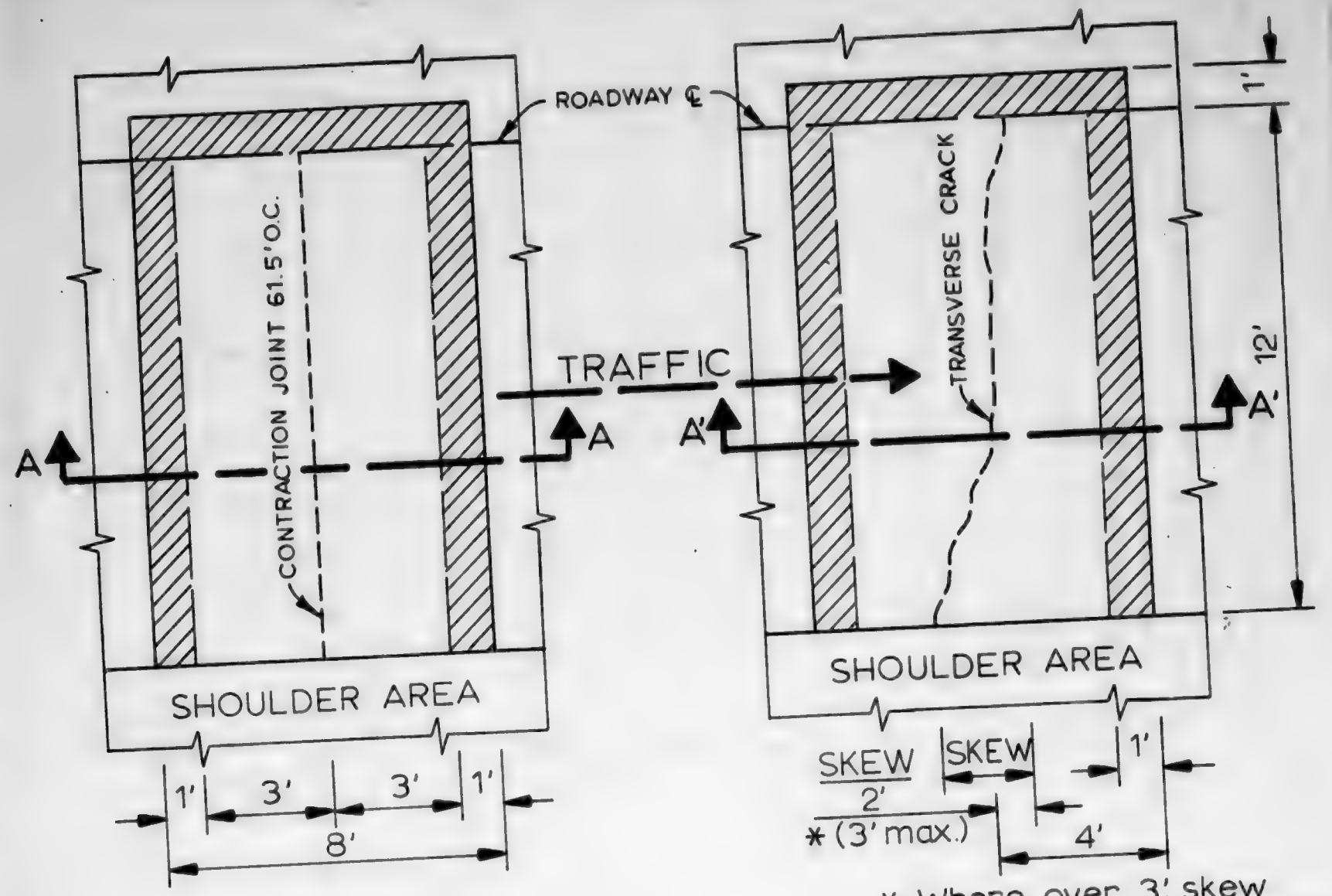


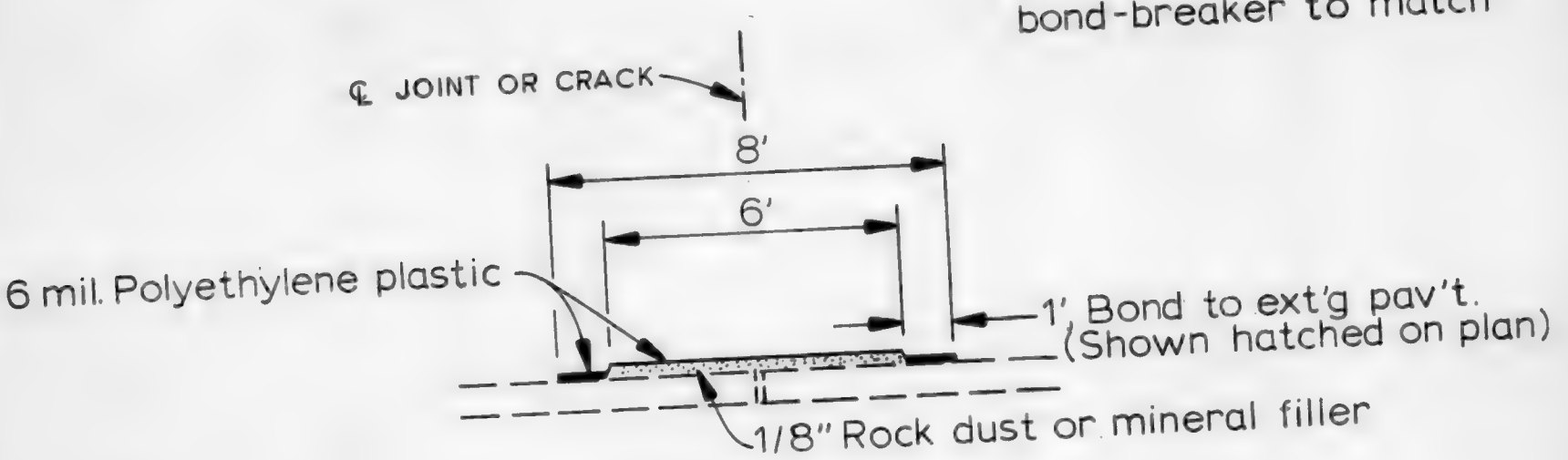






ORDER OF CONSTRUCTION



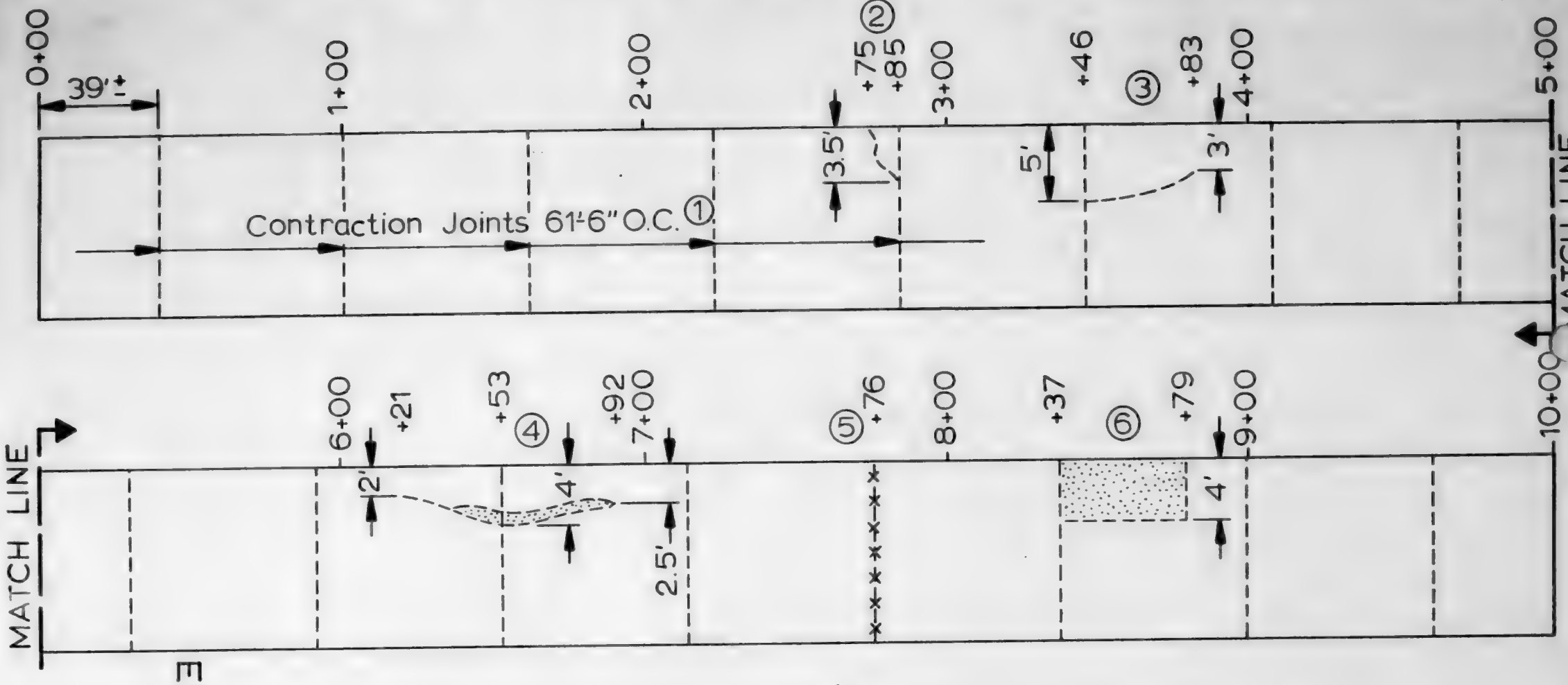


SECTION A-A or A'-A'

SKETCH "B"

DETAIL BOND-BREAKER

LINN CO. LINE-McKENZIE RIVER SEC. AN
PACIFIC HWY. (I-5)
LANE COUNTY



SKETCH "C"

EXPERIMENTAL MONITOR PLAN

LINN CO. LINE-McKENIZE RIVER SEC.

PACIFIC HWY. (I-5)

LANE COUNTY

EXPERIMENTAL SECTION B(FG)*

* This experimental section is reinforced with fiberglass fabric fully bonded to the stabilized and leveled old P.C. concrete pavement and overlayed with 5" A.C. concrete pavement.

① Sewed contraction joints nominal spacing. 61' 6" O.C.

② Broken pavement, joint failure and slab pumping.

③ Random longitudial crack and slab tilting.

④ Longitudinal and alligator cracking in wheel track.

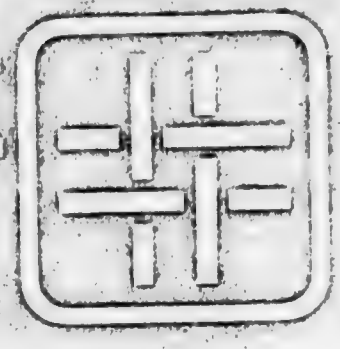
⑤ Joint failure with vertical displacement and excessive spalling.

⑥ Maintenance installed P.C.C. patch.

Burlington Glass Fabrics Co.

presents

Glass Reinforcement of Asphalt



NOTED
JOHN C. JENKINS

PRODUCT INFORMATION

GLASS FABRIC FOR REINFORCEMENT OF ASPHALT

REQUIREMENTS OF A REINFORCING MATERIAL
FATIGUE LIFE OF GLASS FABRIC UNDER STRESS
DESCRIPTION OF GLASS FABRIC FOR ASPHALT REINFORCEMENT
RECOMMENDED PROCEDURES FOR RESURFACING

Burlington Glass Fabrics Co.
A Division of Burlington Industries
RESEARCH & DEVELOPMENT LABORATORY
110 ANDREW STREET
GREENSBORO, N. C. 27406

BURLINGTON GLASS FABRICS COMPANY
R & D LABORATORY Greensboro, N. C.

ASPHALT REINFORCEMENT

INTRODUCTION

The principal functions of fiber reinforcement are to provide additional physical properties to the matrix material so as to inhibit the formation and propagation of cracks that reduce structural integrity. In the case of asphalt paved roads, the condition of reflection cracking must also be overcome.

From our experience with glass-reinforced resin composites over the past 20 years, the ideal reinforcing fiber should have the following properties;

1. high tensile strength
2. low elongation
3. high modulus
4. high specific strength $= \frac{\text{tensile strength}}{\text{density}}$
5. high specific modulus $= \frac{\text{Young's modulus}}{\text{density}}$
6. good fatigue resistance
7. good outdoor weathering
8. low cost

Examination of the basic properties of various fibers listed in Table 1 shows that, based on the above eight properties, there are only three fibers that meet these requirements:

1. asbestos fibers
2. glass fibers
3. steel fibers

Most of the organic fibers, such as nylon, polyester, polypropylene, rayon, and cotton are not in the preferred list because they *lack the required basic properties* to perform satisfactorily in a reinforced composite. This is borne out by the fact that there is no significant yardage of nylon, polyester, polypropylene, or rayon used as a reinforcement for epoxy, polyester, phenolic, or polyimide resin composites.

GLASS AS A REINFORCEMENT

Glass yarns have all the desired properties of a reinforcement, which include the following;

1. high tensile strength = 350,000 to 450,000 lbs/sq. in.
2. low elongation — 3.0% at break
3. high modulus = 10.5×10^6 lbs/sq. in.
4. high specific strength = 3.37×10^6 inches
5. high specific modulus = 114.0×10^6 inches
6. good fatigue resistance—see Figure 1
7. good outdoor weathering—see Figures 2 and 3
8. low cost—glass is competitive with all other fabrics

FATIGUE LIFE OF GLASS COMPOSITE

Examination of Figure 1 shows that a glass reinforced composite can be given a tensile stress of 35,000 lbs/sq. in. for 100 million cycles, a compressive strength of 30,000 lbs/sq. in for 10 million cycles, and a flexural stress of 30,000 lbs/sq. in. for 100 million cycles before failure occurs.

It seems highly unlikely that the glass reinforcement used in asphalt will ever be stressed to the levels of 30,000 lbs/sq. in. and it should, therefore, last for the expected life of the road.

OUTDOOR WEATHERING

Figure 2 gives data on flexural strength of glass composites after three years' outdoor exposure in five different locations. Very little if any change has occurred during this period of time.

Figure 3 is perhaps more significant to the use of glass in asphalt roads because it gives the strength of the glass itself and shows that after five years in the humid Canal Zone the strength is levelling off at 250,000 lbs/sq. in.

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FLEX LIFE

Two proven applications involving totally different uses of glass fibers should be convincing that glass properly treated and finished has excellent flex life:

1. Automobile tires, where flexing and flex fatigue are of paramount importance

2. Outer surface of Boeing's 707 aircraft wing structure, where flexing under all conditions of extreme temperature and high stress have made glass the preferred material.

NEW GLASS TECHNOLOGY

Today we are able to impregnate and finish glass fabrics so that each filament is protected from abrasion by its neighboring filament. This ability to treat glass fabrics with various compounds to make a strong bond between the glass and the subsequent coating is the key to the successful use of glass as a reinforcement in many hundreds of products, such as automobile tires, aircraft parts, flexible hose for hot air ducts, boats, corrosion resistant pipes, and filter bags, just to name a few.

GLASS FABRIC FOR ASPHALT REINFORCEMENT

Using our latest technology, we have designed a glass fabric especially for asphalt reinforcement. This fabric has large interstices, to allow strike-through of the asphalt, and is treated with a compound to make it compatible with asphalt. The treated glass fabric forms an intimate bond to the asphalt.

The glass yarns used in this fabric are made up of 816 continuous filaments, each having a diameter of 0.00051 inches. The yarn diameter is approximately 0.0178 inches. This yarn carries the designation ECK 18 1/0.

GLASS FABRIC FOR ASPHALT REINFORCEMENT

(construction details)

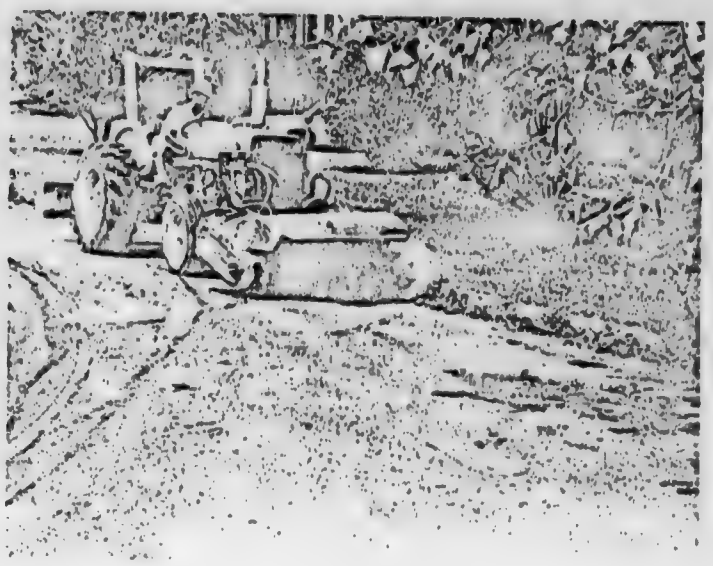
Fabric Designation — I-9180/52
Warp Yarn — 8 ends ECK 18 1/0 with 4 ends of 300 acetate as binder yarn
Fill Yarn — 8 picks ECK 18 1/0
Weight per square yard — 5.51 ounces
Minimum tensile strength — 260 x 190 lbs/inch width
Width — 52 inches
Roll length — 250 yards

Recommendations for the installation of glass fabric as an asphalt reinforcement for highways are given on the following two pages.

For further information on price and delivery, contact:

Burlington Glass Fabrics Company
1345 Avenue of the Americas
New York, New York 10019
Phone 212-333-5672

PROCEDURE FOR RESURFACING
USING GLASS FABRIC AS A REIN



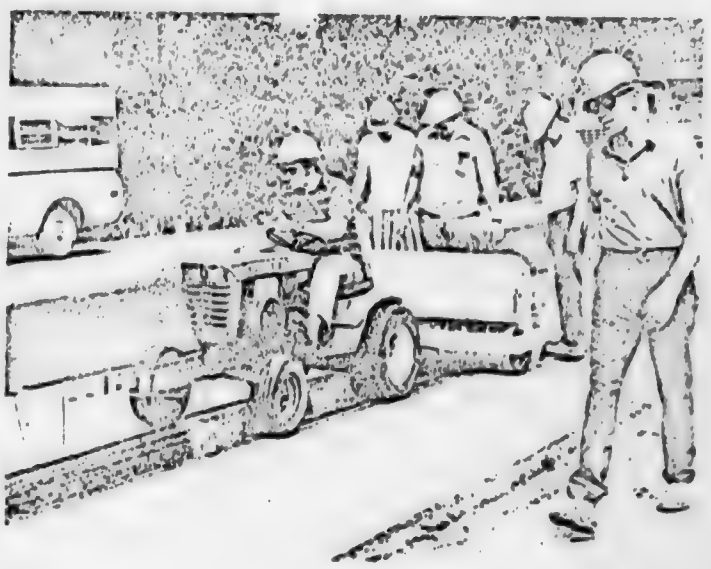
STEP - 1

Clean and sweep road to remove all foreign matter. Repair all holes and cracks greater than 1" in diameter and ½" in width by filling with hot plant asphalt mix. Large potholes should also be filled with hot plant asphalt mix and packed by hand.

STEP - 2

Spray standard asphalt tack or binder coat on area to be covered with fiber glass fabric at rate of 0.10 to 0.15 gallons per square yard.

Allow the tack coat emulsion to break before covering with fiber glass fabric.

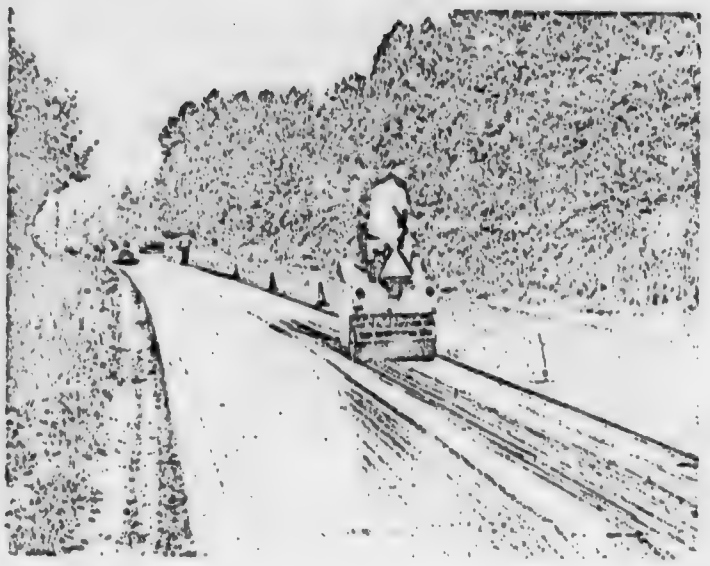


STEP - 3

Roll out glass fabric by hand or preferably with a special motor driven fabric laying apparatus. The fabric should be laid smoothly making sure it is free of wrinkles and aligned properly along the road.

The fabric should be overlapped *four* inches with each adjacent layer, and over the center line of the road.

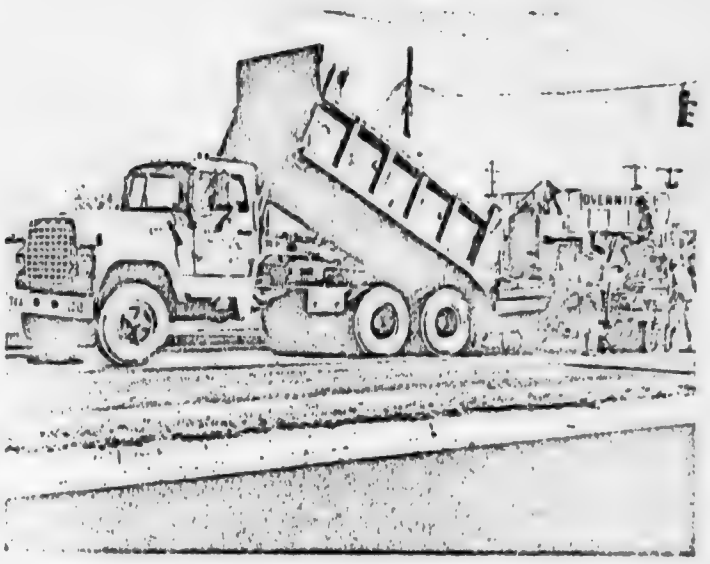
A CONCRETE OR ASPHALT ROAD
IFORCEMENT FOR THE ASPHALT



STEP - 4

Press the glass fabric thoroughly into the tack coat. A rubber-tired packer has proven excellent for this step.

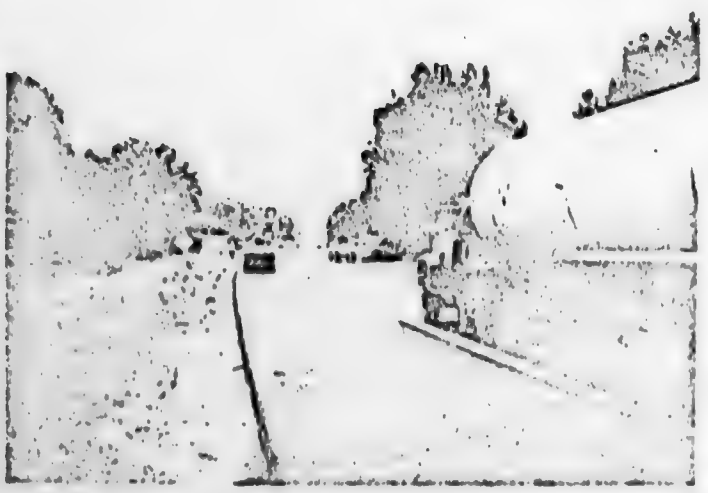
Spray the rubber tires of the packer with No. 2 fuel oil to prevent the tack coat from sticking to the tires.



STEP - 5

Apply the asphalt overlay with a standard paving machine, preferably one with rubber cleated crawlers.

The truck drivers delivering the asphalt should be instructed to drive slowly over the fabric and not make sudden stops or accelerated starts that might wrinkle or dislocate the fabric.



STEP - 6

Compact the asphalt in the usual manner.

TABLE 1

BASIC PROPERTIES OF YARNS FOR ASPHALT REINFORCEMENT

MATERIAL	DENSITY LBS. PER CU. IN.	TENSILE STRENGTH P.S.I. X 10^3	ELONGATION AT BREAK %	TENSILE MODULUS P.S.I. X 10^6	SPECIFIC STRENGTH IN. X 10^6	SPECIFIC MODULUS IN. X 10^6
ASBESTOS	0.091	200	4.0	25.0	2.20	275.0
GLASS	0.092	325	3.0	10.5	3.37	114.0
NYLON 6.6	0.041	125	18.0	0.7	3.05	17.0
#10 STEEL WIRE	0.285	500	6.0	30.0	1.75	106.0
ALUM. WIRE	0.097	90	8.0	10.6	0.93	109.0
POLYESTER-H.T.	0.050	125	12.0	1.4	2.50	28.0
RAYON-H.T.	0.054	75	15.0	0.9	1.38	16.7
POLYPROPYLENE	0.0325	50	50.0	0.7	1.53	21.5
COTTON	0.056	85	7.0	0.8	1.52	14.3

$$\text{SPECIFIC STRENGTH} = \frac{\text{TENSILE STRENGTH}}{\text{DENSITY}}$$

FIGURE 1 — FATIGUE TEST

1/8" GLASS REINFORCED EPOXY RESIN — A.F.M.L. REPORT — TR 66-54
A.F.M.L. REPORT — TR 66-54 — REPORT — AD 688 971

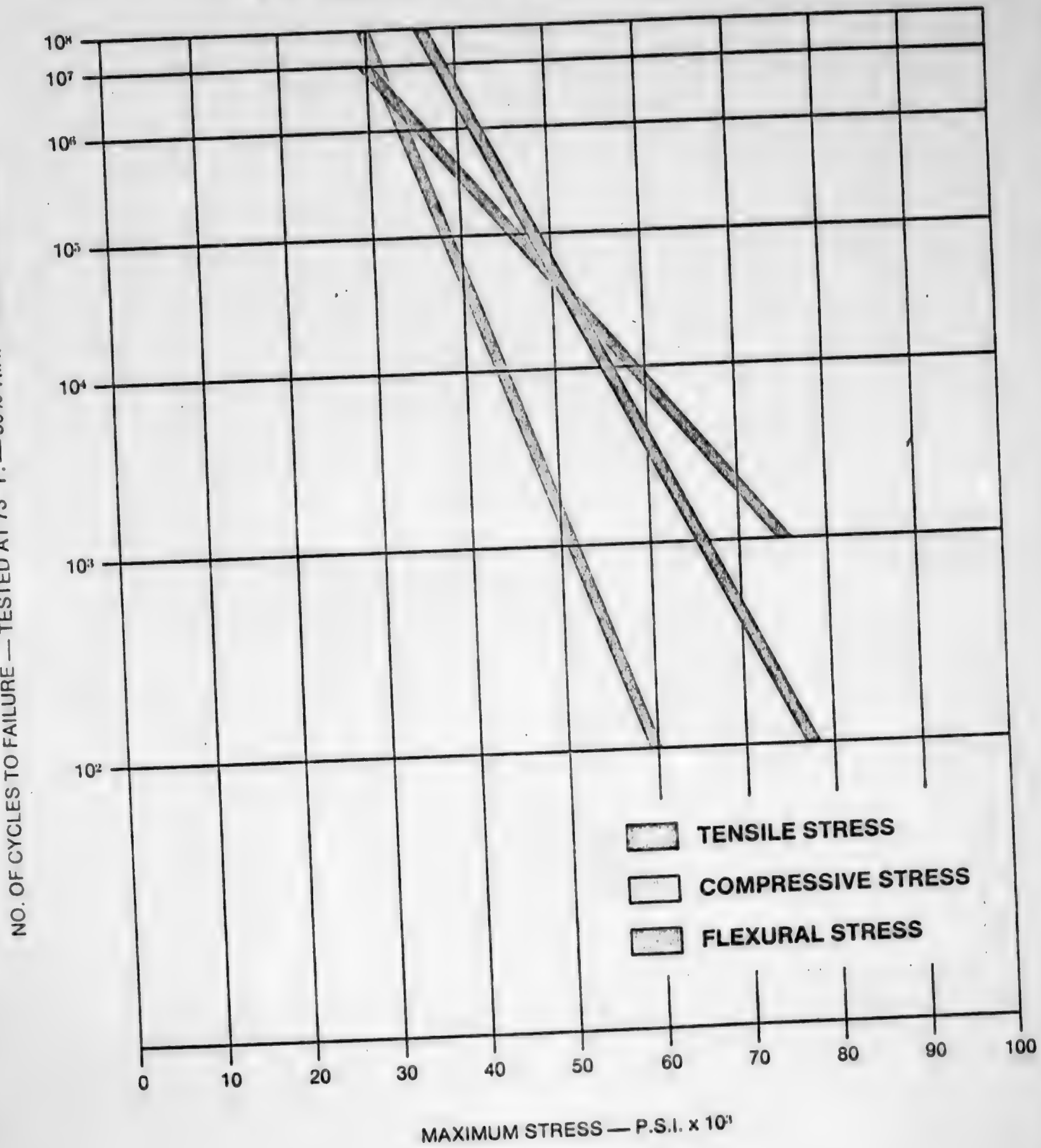
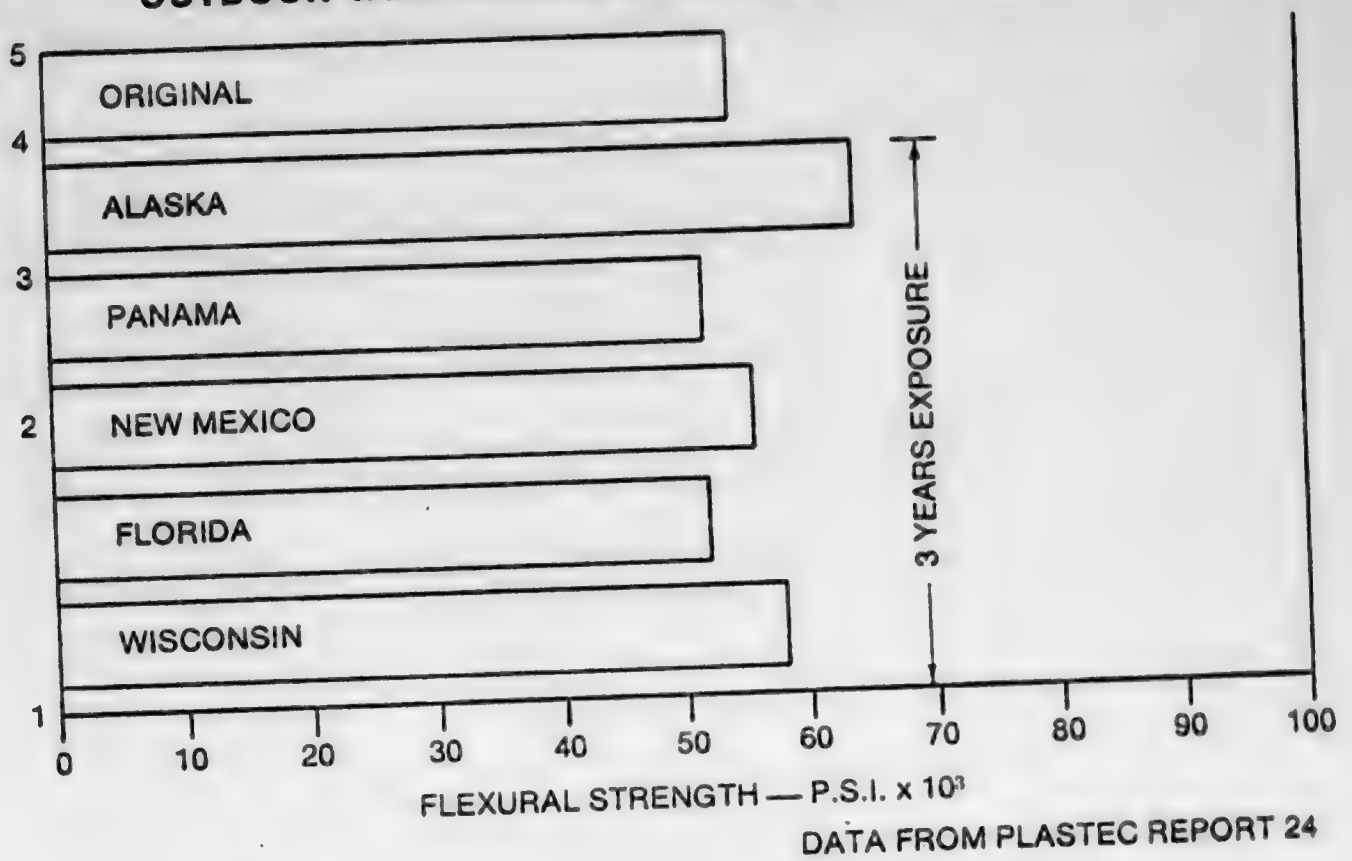


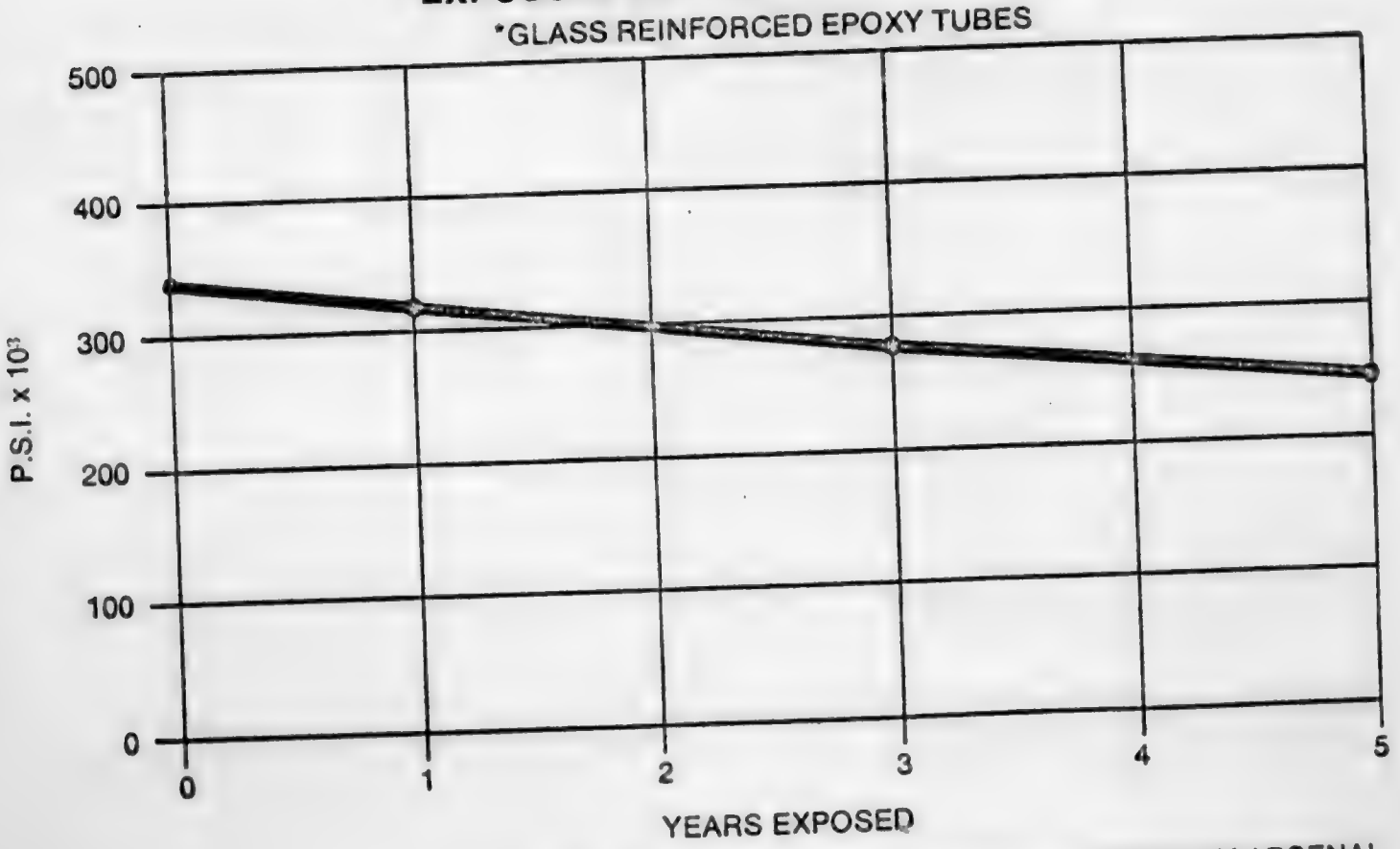
FIGURE 2
OUTDOOR WEATHERING — GLASS EPOXY LAMINATES



DATA FROM PLASTEC REPORT 24

FIGURE 3
TENSILE STRENGTH OF GLASS FIBERS IN ROCKET MOTOR CASES* AFTER OUTDOOR EXPOSURE IN PANAMA CANAL ZONE

*GLASS REINFORCED EPOXY TUBES



DATA FROM REPORT AD 730683 — PICATINNY ARSENAL

PHILLIPS 66 PETROMAT fabric

REINFORCEMENT OF PAVEMENT PRIOR TO HOT MIX OVERLAYING

For Retarding Crack Reflection

CONSTRUCTION PROCEDURE

INTERSTATE HIGHWAY 94 WEST OF FARGO, NORTH DAKOTA

PHILLIPS PETROLEUM COMPANY
CHEMICAL DEPARTMENT
BARTLESVILLE, OKLAHOMA 74004

PHILLIPS 66

General Information

Asphalt overlays placed on distressed sections of pavements quite often crack and permit water to enter and cause additional failures. This results chiefly because asphaltic concrete has low tensile strength and usually cannot resist reflective cracking. In making suitable repairs to such areas, reinforcement is needed prior to placement of the hot mix overlay.

This procedure covers the installation of Petromat fabric over pavements which have been distressed by cracking. The fabric, incorporated with asphalt binder, forms a strong water barrier between the old pavement and new overlay. The barrier prevents water intrusion and the tensile strength of the fabric reinforces the system to retard cracking and crack reflection.

SCOPE

This method includes the requirements for materials, application rates, equipment and construction steps for the installation of Petromat fabric on pavements prior to overlaying with asphalt concrete.

Materials

PETROMAT FABRIC

The fabric shall be non-woven polypropylene fabric having the following properties:

Tensile strength, either direction, min. per inch of width	50 lbs.
Elongation, Warp direction, 20 pounds, inches, max.	0.5
Elongation, Fill direction, 50 pounds, inches, max.	1.1
Weight, oz./sq. yd. (fused two sides)	3-5
Color	Black
Width*, inches	75 and 150
Length/roll	approx. 100 yds.

*Other widths are available on special order.

ASPHALTIC BINDER

The asphaltic binder to be applied to the road surface and/or to the fabric shall meet the following requirements, listed in order of preference:

Material	Grade	Specification
Cationic Asphalt Emulsion plus Rubber	CRS-2R(1)	AASHO-M-208(2)
Cationic Asphalt Emulsion plus Rubber	CRS-1hR(1,3)	AASHO-M-208(2)
Cationic Asphalt Emulsion	CRS-2	AASHO-M-208
Cationic Asphalt Emulsion	CRS-1h(3)	AASHO-M-208
Asphalt Cement	85/100(4)	AASHO-M-20
Anionic Asphalt Emulsion	RS-1	AASHO-M-140
Anionic Asphalt Emulsion	RS-2	AASHO-M-140

(1) Cationic asphalt emulsion with five per cent cationic rubber latex added.

(2) Specification for cationic emulsion prior to rubber addition.

(3) h is appended to indicate the penetration of the asphalt residue as hard; penetration at 77° F, 100 g, 5 sec. of 50-100.

(4) When using 85/100 penetration asphalt cement, a tack coat of SS-1 or SS-1h dilute emulsion should be used at the rate of 0.02 to 0.03 gallon per square yard based on residual content.

Asphaltic tack coat material should meet the requirements for anionic asphalt emulsion, Grade SS-1 or SS-1h, AASHO-M-208.

Asphalt cutbacks should not be used for placing Petromat fabric on traffic-bearing surfaces nor for the tack coat on top of the fabric. Cutbacks are slow curing and tend to create slippage planes.

AGGREGATE

Normally, mineral aggregate will not be required. However, it may be advisable to use a small quantity of washed concrete sand to blot excess asphalt or to facilitate movement of construction equipment over the Petromat fabric during the overlay. A small quantity of the hot mix spread over the fabric will also serve for this purpose.

Equipment

ASPHALT DISTRIBUTOR

The distributor must be capable of spraying the asphalt binder at the prescribed temperature and application rate. It must be adjustable to give a uniform spray pattern over the entire width of application. A hydrostatic type distributor is preferred. No drilling or skipping should be permitted. The project engineer should require preliminary test applications at an off-site area to ensure proper distributor performance.

The distributor should be equipped with a hand spray with only one nozzle. The hand spray must be easily controlled and have a positive shut off valve. Hand spraying should be kept to a minimum on any project because of difficulty in making accurate rates of application.

MISCELLANEOUS EQUIPMENT

Stiff bristle push brooms to remove bubbles and wrinkles and scissors for cutting fabric should be provided.

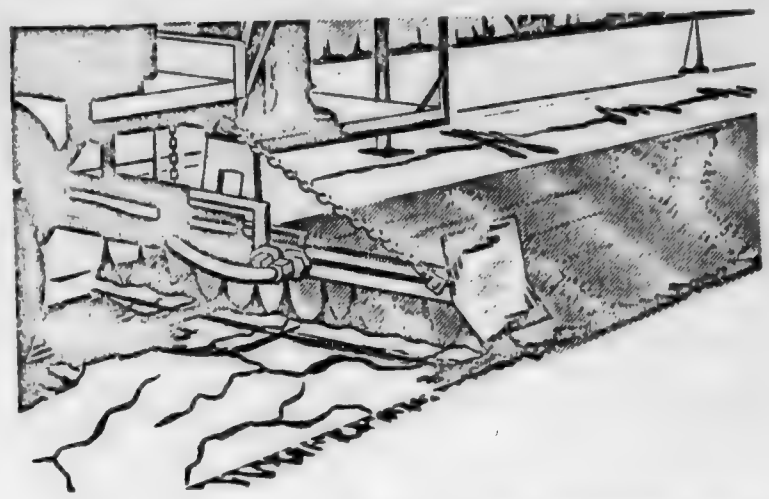
Construction Procedure

SURFACE PREPARATION

The surface to be covered with fabric must be free of dirt, dust, water and vegetation. Existing cracks between 1/8 inch and 1/4 inch should be filled with crack filler. Large cracks or holes should be repaired with slurry, cold mix or hot mix.

APPLICATION OF BINDER

The asphalt binder must be sprayed uniformly over the area to be fabric covered at a rate of 0.25 to 0.30 gallon per square yard, based on residual content. Binder application



should be accomplished with an asphalt distributor for all surfaces except areas where the distributor does not have room to operate. Hand spraying of the binder should be kept to a minimum.

The quantity of asphalt binder applied to the Petromat fabric system is important. The object is to make the membrane of fabric and asphalt impervious to water, but not to use an excess of asphalt which could cause a slippage plane.

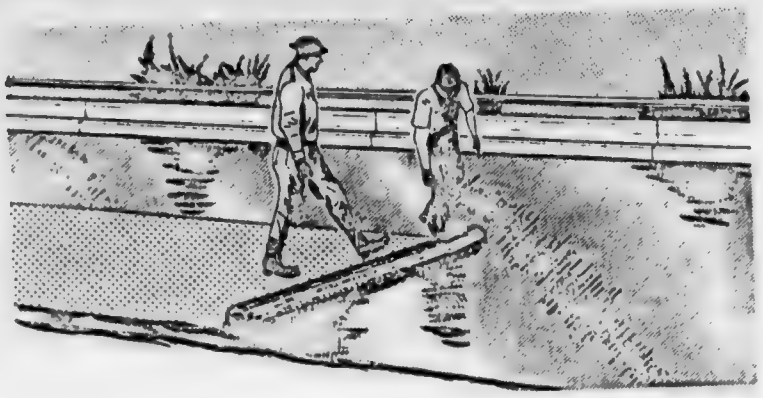
TEMPERATURE OF APPLICATION

The binder application on the pavement surface, prior to placing the fabric, should be at the temperature recommended by the supplier or that recommended by the distributor manufacturer. In any case, the temperature must permit uniform application.

Asphalt emulsions may be sprayed at ambient temperatures. However, it is sometimes desirable to increase the temperature of the heavier grades of emulsion to as high as 160°F to give a better spray pattern. When asphalt cement is used as a binder, it may be necessary to elevate the temperature (290°-400°F) for satisfactory spraying. Application temperature is not critical when the asphalt is sprayed on the pavement. However, when asphalt is sprayed on the fabric, temperature of application is important. Petromat fabric can withstand direct application of asphalt up to 275°F without shrinkage or damage. After an initial coating of asphalt, a subsequent application can be made up to 325°F without damage.

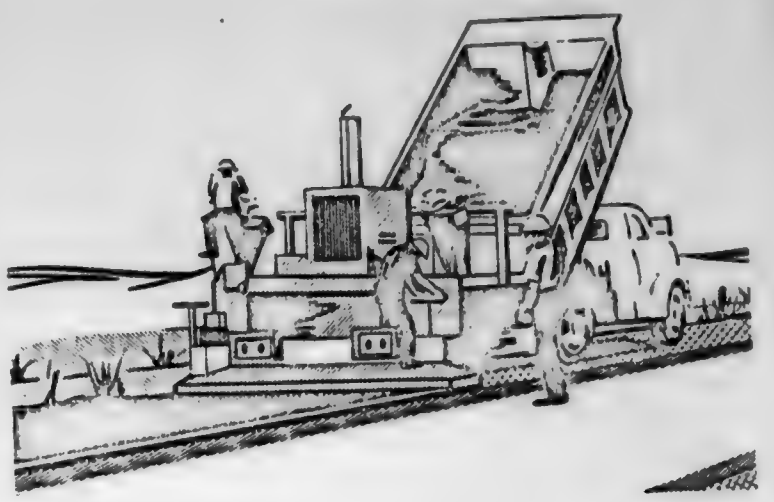
CONSTRUCTION METHOD

The area to be covered with Petromat fabric must be sprayed with binder at the specified rate. The width of the spray application should be no more than six inches wider than the fabric and no less than the fabric width plus two inches. After the binder has essentially cured, the fabric is



unrolled or hand placed into the binder. To prevent runoff of the binder on steep grades and super-elevations, it may sometimes be necessary to place the fabric into the fresh asphalt immediately after spraying. The membrane should be allowed to cure prior to paving. Every effort must be made to lay the fabric as smoothly as possible to avoid wrinkles. With proper care and attention, the fabric can be placed wrinkle-free. In no case should wrinkles, large enough to cause laps of the fabric, be permitted. Such wrinkles should be cut and laid out flat with a patch about twelve inches wide applied over the cut. The presence of small wrinkles, which will flatten out under compaction without lapping, have not been found detrimental to the performance of the Petromat membrane. In any case, the fabric should be broomed or squeegeed to remove air bubbles and make complete contact with the road surface. Sufficient time must be allowed for setting or curing of the binder prior to the paving operation.

A tack coat on top of the fabric is not required normally, but if, in the opinion of the engineer, a tack coat is needed, it should be applied at a rate of 0.02 to 0.05 gallon per square yard, based on residue content, using SS-1 or SS-1h anionic emulsion. The tack, if used, should not be placed until just prior to the paving operation, allowing for cure. If it is necessary to open the road to traffic after fabric placement, but prior to paving, it is advisable to spread a small amount of sand over the membrane to prevent tires from sticking to the binder or pulling up the fabric. This practice is to be avoided, if possible, in the interest of preventing damage to the membrane.



Paving operations should follow membrane placement as soon as the membrane has cured, for best results. Turning of the paving machine and other vehicles should be gradual and kept to a minimum to avoid damage to the membrane. If equipment tires tend to stick to the membrane during paving, a small quantity of hot mix or sand may be broadcast ahead of the tires to prevent sticking.

Temperature of the hot mix should not exceed 325°F in any case. Most satisfactory laydown of the mix can be accomplished at a temperature of about 275°F.

To simplify construction while obtaining greatest adhesion to the pavement and the best quality membrane, all of the binder should be applied to the pavement prior to placing the fabric. The heat from the hot mix application will cause the binder to completely satisfy the fabric.

PETROMAT JOINTS AND LAPS

The fabric should overlap the adjacent fabric panel a minimum of six inches. Additional binder must be applied to make the joints. This is usually a hand application. The transverse joints should be made in such a manner to avoid pickup by the paver.

The direction of paving operation should be opposite the direction of fabric placement. This will position the joint edge to prevent pickup by the paver. In other words, the fabric should be shingled. In circumstances where this method is impractical, hot mix or sand spread over the joint will aid in prevention of edge pickup.

For good drainage, in the event of rain during construction or prior to paving, the joints should be shingled to facilitate runoff.

Typical Installations

PAVEMENT OVERLAY

USING PETROMAT FABRIC

ON INTERSTATE HIGHWAY 94

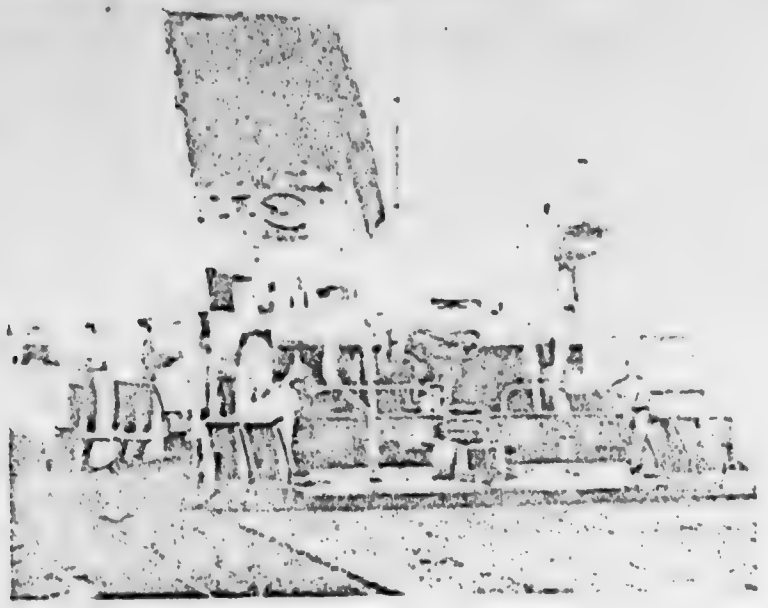
WEST OF FARGO, NORTH DAKOTA.

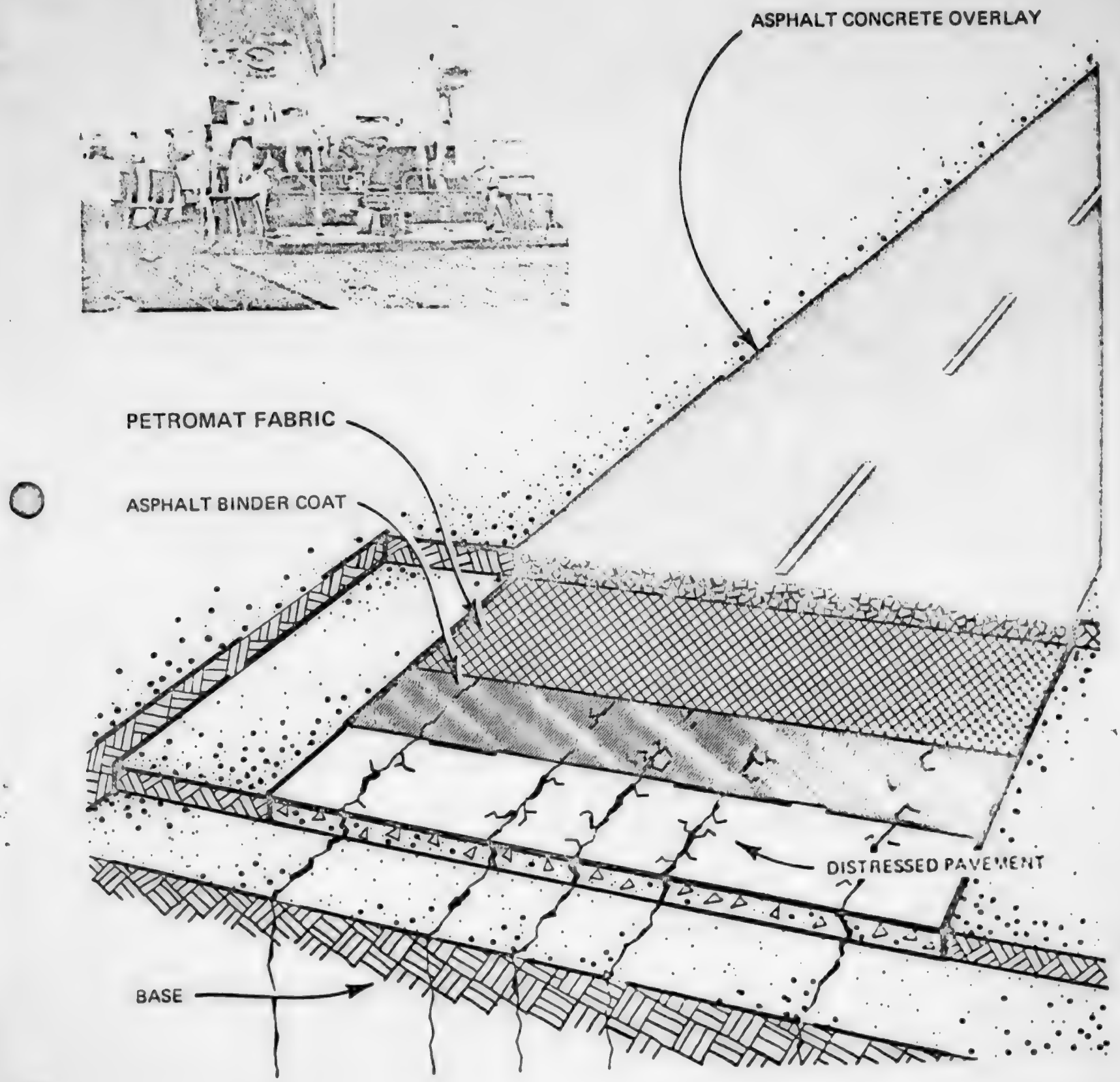
Fabric placement using a mechanical device.

Asphalt binder application.

Fabric in position.

Hot mix overlay operation.





8116

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 2, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Oregon Project I-5-4(-)198
Linn County Line-McKenzie River
Experimental Use of Fabric
Reinforcement in Pavement
Overlay

Following is an estimate of cost for the experimental features proposal for the control of reflective cracking in the asphalt concrete overlay over the jointed concrete pavement on the Linn County Line-McKenzie River Section of I-5:

Materials and Construction:

Reinforcing fabric -		
Polypropylene	5,350 sq. yd. at $1.05/sq. yd.	$5,617.50
Fiberglass	5,350 sq. yd. at $1.05/sq. yd.	5,617.50
Granular bond breaker (rock dust or mineral filler)	900 sq. yd. at $1.00/sq. yd.	900.00
Emulsified asphalt tack coat	9.0 ton at $130/ton	1,170.00
		$13,305.00
Engineering 10 percent Materials and Construction Total		1,330.00
		$14,635.00

Experimental Features Evaluation:

Pre-construction condition survey, 16 man-days	$ 912.00
Pre-construction deflections and cores, 2 crew-days	600.00
Construction observations, 8 man-days	560.00

Post-construction evaluations:

Annual inspections first 4 years; 4 at 8 man-days each	$ 1,920.00
Biennial inspections, 4 to 10 years; 3 at 8 man-days each	1,440.00
Periodic post-construction deflections and cores in areas showing distress: 4 crew-days at $300	1,200.00
	$ 6,632.00
Supplies and Report	368.00
Total Evaluation	$ 7,000.00
Total cost for experimental features materials, construction, and evaluation	$21,635.00

Details of the proposal and a work plan for the evaluation of the experimental features were submitted October 21, 1974.

We request your approval for this reflective cracking control experiment as a Category 2 Project.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Assistant State Highway Engineer

bc: F. B. Klaboe
A. E. Johnson
R. L. Schroeder
Gordon Beecroft
C. T. Keasey
J. H. Versteeg ✓
L. W. Rulien

GB:lj js

REFERRED TO
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Cole Sample
Eriksen Watson
Heger Wolfe
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BY FINAL DESIGN ENGINEER

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
3 Swenson
R. Olson
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FORM S-58 (REV. 10-69)

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A. Olson
2 Terpin
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R. Olson
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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
November 6, 1974

SUBJECT: Topsoil
Linn County Line-McKenzie River
Pacific Highway
Lane County

To: Alfred Shirley
Region Engineer
Roseburg, Oregon

Attention: J.X. Wilson
Region Construction Engineer

On the subject project you requested that we investigate the availability and quality of topsoil that could be attained from the embankment widened areas.

The material is there and is now supporting vegetation and therefore would be suitable as selected embankment. The only problem is where do you stockpile the material until you get embankments built. We feel a review of the cross-sections should be made (the sections are in Salem), because there are several longitudinal ditched within the right of way and other obstructions that could hamper the stockpiling of material.

REFERRED TO

Beerd	Reed
Cole	Sample
Eriksen	Watson
Hager	Wolfe

Return ☐ Discuss ☐ Do ☐ File Copy ☐ Due ☐

BY FINAL DESIGN ENGINEER

Discussed with Doug Greene. Windrow material between toe of slope & R/W. If ditches are involved, haul to areas of adequate width.
R.W.

attach:

ROSEBURG REGION
RECEIVED
NOV - 7 1974

D.W. Greene
Resident Engineer

by
Dave Jones
Assitant Resident Engineer

11-7-74
CC: Frank Terpin - Lets use exist. material on project. Can you determine a satisfactory stockpile site?
R.W.

SP*52478-784

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 15, 1974

TO Alfred Shirley, Region 3 Engineer

FROM Frank E. Terpin, Final Design Engineer

SUBJECT Linn County Line-McKenzie River Section
Pacific Highway
Lane County

OREGON STATE HIGHWAY DIV.
RESIDENT CONSTRUCTION ENGR.
RECEIVED
OCT 17 1974
NOTED:

There will be 43,400 cubic yards of selected material required to cover the embankment slopes to a depth of 6" on the north and south bound lanes and a variable depth in the median. By excavating to a depth of one foot under the north and south bound embankment widened areas 57,000 cubic yards may be obtained. Will this material and depth be suitable? Please check and advise.

This method of providing topsoil has been found acceptable on other projects. It eliminates the need to make a borrow source for topsoil available and also conserves topsoil resources.

FET:jh
cc: L. K. Watson
C. G. Swenson

ROSEBURG REGION
RECEIVED
OCT 10 1974
O W H

10-16-74
CC: Doug Greene - Please investigate type & depth of top soil in slopes & median. Let me know if you think it would be suitable & if enough is available for the project.
F.E.T.

I-5

S 116

FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 2, 1974

In reply refer to: 1041BR.1

SUBJECT: Oregon Project I-5-4(-)
Linn County Line - McKenzie River Section
Structure Modifications

FROM: G. L. Green, Division Engineer

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

1 Vanstee V
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
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RECEIVED
OCT 14 1974
ROAD DESIGN SECTION

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Other

10-11-74 cc: Wolfe Vanstee

Mr. Hunter's letter of September 9 requested that we reconsider our denial of Federal-aid funds to raise the Swango and Coleman Road structures in conjunction with the overlay project. Mr. Hunter's letter brings out several good points in support of his request to raise the structures.

We have reviewed your "Study of Damage to Undercrossing Structures" and see that the two structures in question have sustained some minor traffic damage at their present heights. It does seem that additional damage could occur with an overlay reducing the vertical clearance.

Our Washington office has established a general policy that they will not approve raising structures to meet higher standards, especially when the clearances already exceed the State's legal maximum. They have made a few exceptions to this policy when a State can show a real safety hazard exists - such as at Creswell and Hawley Roads. This safety hazard evidence is not as obvious for these two structures.

Some feathering of the overlay could be accomplished on these two sites and you would still maintain a 15' vertical clearance which is 1½' greater than the State maximum. We are not receptive to raising the structure from the information submitted. However, if you feel that by not completing this proposed work the structures would be a critical link in the route, cost comparisons for dipping the grade and/or feathering the overlay should be submitted along with any maintenance costs incurred to date.

G. L. Green

RECEIVED
OCT 9 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY E...
OCT 8 '74
REFER TO Hunter
FOR

cc:
OSHD (W. Hart)

REFERRED TO
Cole — Reed
Eriksen — Sample
Hager — Watson
Return ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

8116

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 9, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Oregon I-5 - Structure Modification
Linn County Line-McKenzie River Section
Your File: 10-41.7

With reference to your June 6 letter relative to our request to increase the vertical clearance of the two structures that cross I-5 on the subject section, we would like to present additional information to support that request.

While it is true that state law limits the maximum height of vehicles to 13-1/2 feet, there is an overheight permit system in effect. Annual permits are granted to carry loads up to a height of 14 feet, with the structures that cannot be safely passed specified on the permit. Permits for vehicles with a load that would increase their maximum height to more than 14 feet are usually issued on a single trip basis, with the route specified in much greater detail. Also, regulations issued by the Bureau of Motor Carrier Safety, the Public Utilities Commission, and the Workmen's Compensation Board require that loads (including booms, blades, and other moving parts) be properly secured to avoid any bouncing or sliding that might cause collisions with the under-crossing structures. Heights are measured when the vehicle is stationary and may increase when the vehicle is moving.

Although the permit form points out the operator's responsibility to avoid structures with inadequate clearances, the operator may not be aware that the hazard exists. Some clearance may be lost by expansion of the tires as they heat up due to road friction, and an unexpected bounce on rough pavement

may also temporarily increase the height of a vehicle. Admittedly, we have no figures to indicate the amount of reduced clearance from these factors; however, if an overheight vehicle bounces upward as it passes under a low structure, the vertical clearance obviously may not be sufficient to avoid hitting the structure.

Log trucks and trucks carrying heavy equipment such as cranes, power shovels, loaders, backhoes, and draglines are the sources of the most frequent conflicts. In those cases where their height greatly exceeds the clearance of the structure, so that they are stopped under it, legal action can be sought against their owners and damages recovered. On the other hand, if the vehicle merely strikes the structure in passing, it is difficult to establish responsibility for the damage unless a police officer or other credible witness observes and reports the incident. Damages sustained over the actual cost of repairs are intangible costs (traffic delays, time consumed by maintenance crews in clearing the crash scene and repairing damage, et cetera) and not recoverable.

The data in our three-volume report, A Study of Damage to Undercrossing Structures on Interstate 5, California to Hayesville Interchange, November 1973, indicate that fittings of empty trucks are causing the worst damage. Specifically, these fittings are the bunk stakes of log trucks on which extensions have been welded. When these trucks are empty the fittings are carried piggyback, with the result that the height may be well over 13-1/2 feet without the operator being aware of it. There does not appear to be any regulation that prohibits modification of log trucks in their manner. Since empty trucks are not required to go through a weighing station, overheight vehicles of this sort are difficult to spot.

An article from Public Works, October 1973, is enclosed pointing out the problems caused by overheight vehicles in Florida. We have encountered the same sort of problems in Oregon.

Our position is that the damages already sustained by the Coleman Road and Swango Road undercrossing structures indicates that their vertical clearance is inadequate for present conditions, and the overlay project will reduce these clearances still further. We do not consider that it is prudent to build such a hazard into the project deliberately.

Linn Co Line-McKenzie I-5

Mr. Glen L. Green
September 9, 1974
Page Three

In view of this additional information, we ask you to reconsider our proposal to raise the Coleman Road and Swango Road undercrossing structures to provide a vertical clearance of 17 feet after the overlay.

Very truly yours,
ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Assistant State Highway Engineer

Attachment

WAE:jp js

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe
J. H. Versteeg
Attn: Frank Terpin

REFERRED TO

Cole Read
Eriksen Sandy
Hager Watson
Return Forward
Discuss File
BY FINAL DESIGN ENGI...

1 J
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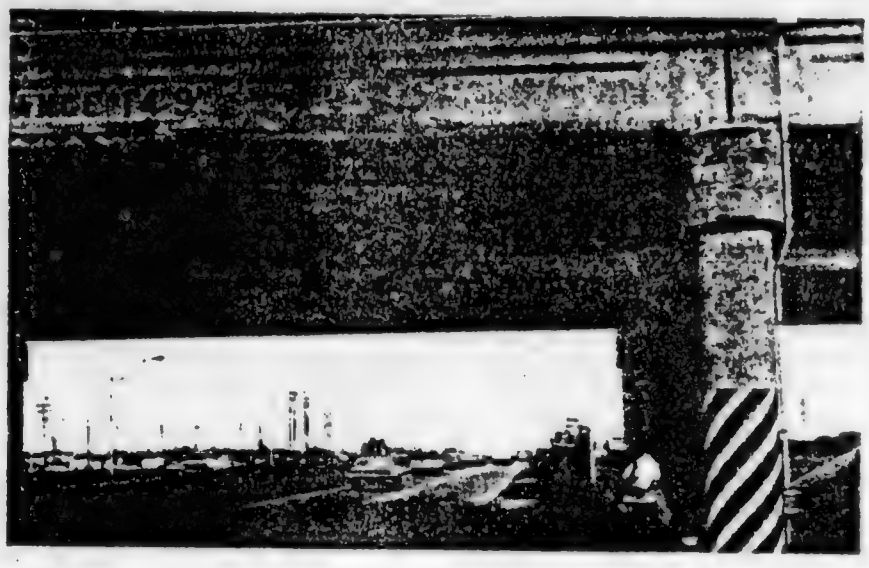
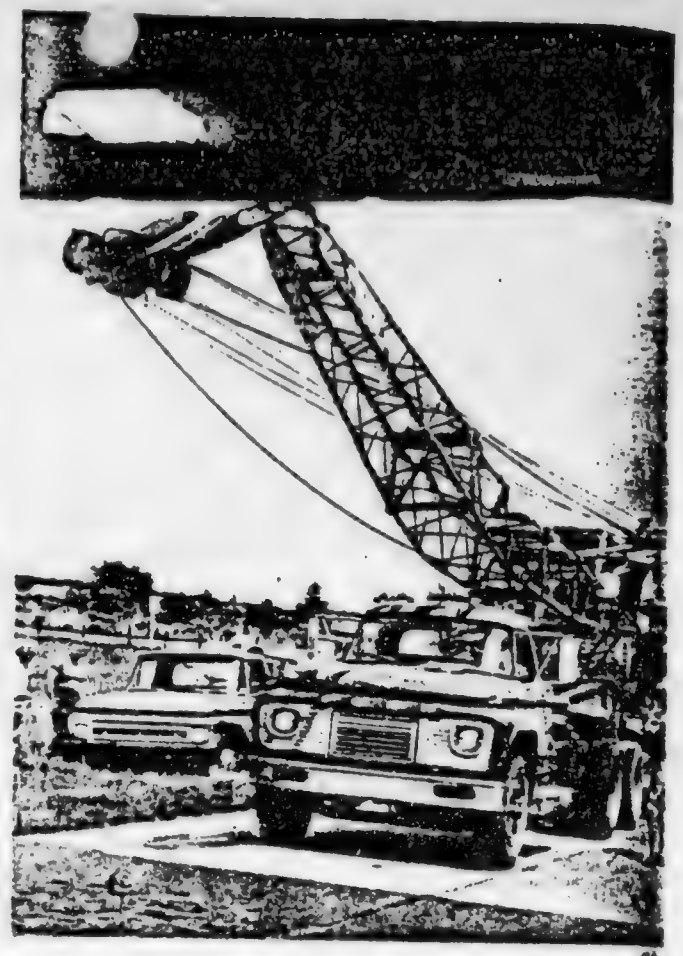
Overheight Loads Trouble Florida DOT

■ EVEN with clearances clearly marked, overpasses are struck from time to time. Dragline (right) had no chance at all to clear structure.





WITH many Florida areas building rapidly and with urban road networks becoming complex series of freeways, increasing damage to overpass structures is now being recorded by the Department of Transportation. From time to time, serious structural damage results when an overheight load attempts to pass beneath an overpass. Latest and largest of such incidents occurred in May, 1973, when a backhoe-laden truck, travelling at high speed, did $100,000 in damages to a structure on the Palmetto Expressway.

In that particular accident, the truck became wedged under the bridge, simplifying the task of identifying the culprit. Sometimes, however, the job is not that easy. In cases, there are hit and run incidents where the DOT is left to pay for needed repairs without any hope for reimbursement.

Ordinarily, the repairs are paid for by the trucking company or firm responsible for the damage. The company is notified by the DOT that a bill will be sent when the final accounting of repair costs is received. Using emergency procedures, the Department immediately lets a contract for needed repairs or performs the repairs using its maintenance forces. When an affidavit of costs is received, it is sent to the responsible party. Generally, it is paid by an insurance company. However, approximately 25 percent of cases end up in litigation with the Department forced to prove the extent and amount of damages to obtain full repayment.

While trucks carrying heavy equipment such as cranes, power shovels, loaders or backhoes are the most frequent offenders, sometimes the accident occurs when a tractor-trailer, which is measured for height when stationary, bounces down the road. Although most bridges have a clearance of 14 feet 9 inches, which is ample for the maximum 13½-foot vehicle height permitted in Florida, some measure less.

Although the Department of transportation usually recovers the full cost of repairs, the intangible costs are unrecoverable. These include the delays and inconveniences caused to motorists when a busy urban expressway must be temporarily closed or rerouted; the time required by DOT crews for emergency work, neglecting regular maintenance and construction duties; and the administrative work involved in processing the emergency authorization for funding and for recovery of the funds.

To minimize costs to the state and motorists alike, the Department has tried several measures to eliminate such truck-bridge collisions.

► Two bridges on the Florida Turnpike with low clearance were raised via jacking to permit ample room for trucks to pass beneath them.

► A bridge at the weight station on U.S. 27 has an electrical device which alerts the weight patrolman if a truck too high for the structure attempts to enter.

► On another bridge, a method used by railroads to warn trainmen of trestles or tunnels was tried by the DOT, which mounted a cantilever, holding chains, over the road. The noise of an overheight truck striking the chains alerted one driver—who knocked the warning assembly to the roadside but did not strike the overpass. However, the cost of remounting the warning device was $3,000. Meanwhile, the thought of the cantilever and chains falling to the road surface worry DOT safety engineers.

► An overheight detector system, which has a photoelectric eye designed to sense overheight vehicles and activate a warning sign, is being installed at the Ellaville Bridge on U.S. 90. If the experimental installation works well, it will be duplicated at other bridges which have been struck by trucks. The cost of each installation will be approximately $2,000, far less than the average damage caused by trucks to overpass structures. □□□

8116

FORM 6-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 15, 1974

TO Gordon Beecroft, Research Engineer

FROM J. H. Versteeg, Road Design Engineer

SUBJECT Reflective Cracking Control
AC Overlay
Linn County Line-McKenzie River Section
Pacific Highway I-5

NOTED
E. S. HUNTER

The asphaltic concrete overlay for this project will include two 1,000' test sections using petromat reinforcement, two 500' test sections using fiberglass as a reinforcement and two 500' sections with no reinforcement for control purposes. The intent of these installations is to determine how effective these two materials are in preventing reflective cracking in the asphaltic overlay of the jointed P.C.C. pavement.

As per your request plans will be prepared in Final Design and will be submitted to you for your recommendation and approval. The funding of the post application inspection, testing and report writing we will leave to your ingenuity. The request to the FHWA for an experimental project will need to include a work plan for all phases of the experimental work.

JHV:jh
cc: E. S. Hunter
Glenn Hossner

RECEIVED
JUL 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8116

FORM 8.00

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 26, 1974

TO 7-1 MEMORANDUM TO THE FILES

FROM J. H. Versteeg Road Design Engineer

SUBJECT Slab Stabilization
Linn County Line-McKenzie River Section
I-5

NOTED
E. S. HUNTER

A meeting was held in this office on June 26 to discuss cement grout as a slab stabilizer on this section of I-5. Attending were Jim Wilson, Bryant Jackmond, Al Harwood, Don Shaffer, Paul Galloway, Frank Terpin, and John DelVal, President of John DelVal, Inc.

It appears that using cement grout for slab stabilization would cost some 25% more than the asphalt material we have been using. There is a possibility of obtaining some strengthening of the base materials on this section through the line migration and the stabilization of the clay materials that are intermixed with the aggregates.

The Materials Section will obtain samples and test the materials to see if it would be an advantage to use a cement grout rather than the asphalt material. The Construction Section will review the alternates and make a recommendation to this office.

Mr. C. J. Gregg of our Location Section wonders why we are considering an alternate to a proven method that has been satisfactory on many projects in the past.

7-1-74 Dal I wonder also E&W

JHV:jh
cc: E. S. Hunter
Alfred Shirley
Doug Green
C. T. Keasey
Jim Wilson
C. J. Gregg
Frank Terpin
C. G. Swenson

RECEIVED
JUN 27 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8116

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-4(-)198
Linn County Line-McKenzie River
Subgrade Drainage System

DATE: June 18, 1974

In reply refer to: 10-41-B3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I approve the four inch perforated polyethylene drainage tubing adjacent to the north and southbound lanes between the Linn County Line and Colburg Road as requested in Mr. Versteeg's letter dated June 14, 1974.

NOTED
E. S. HUNTER

G. L. Green

NOTED
A. E. JOHNSON

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FOR

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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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A. Olson
Terpin
Scott
2 Swenson
R. Olson
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JUN 14 1974
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June 14, 1974

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: Linn Co. Line-McKenzie River
Pacific Highway
Lane County

A sub-drainage system has been approved for the subject project. A section 300 feet in length was installed and was monitored during the past winter.

The test section consisted of six inch perforated metal drain pipe installed as shown on Attachment "A".

Sets of holes were cored through the concrete pavement in both lanes in the area of the test section and also in three other locations. This was done to determine, if possible, a lowering of the water table in the area of the test section. Results of measuring the depth to the water surface are somewhat inconclusive but indicate that the water level was lower in the test section than in the control sections showing that the drainage system was removing water from the pavement structure faster than it was draining from the control sections.

Measurements of the discharge from the system were made and indicate varying amounts of flow, dependent, it is assumed, somewhat upon the time expired between the cessation of rainfall and the time of observation. Maximum flow observed was 3.75 gallons per minute. Many observations noted no flow or dripping water only after a period of one or two days after the cessation of rainfall. Those recordings indicate lower levels of water in the holes of the test section than in the control sections showing that the system is effective in removing water from the subgrade.

Enclosed is a copy of an inspection report by FHWA District Engineer G. K. Hossner which contain remarks concerning the functioning of the test section. It indicates that the system was removing water that would otherwise have been retained in the subgrade.

Recommendations of Highway Division's District Engineer W. G. Anhorn, Pavement Design Engineer C. J. Gregg, and Resident Engineer D. W. Greene are that the subgrade drainage system is required adjacent to both the northbound and southbound lanes from the beginning of the project through the Coburg Interchange. These recommendations are based on observation of the areas of cracked pavement and slab-pumping under traffic.

Based on the measurement of observed flows from the test system it has been determined that the capacity of the six inch diameter pipe is not required. Other alternates were investigated and based on cost a four inch perforated corrugated polyethylene drainage tubing has been selected.

Statements have been received from the Division's Materials Section that the tubing is an acceptable material.

Enclosed is attachment "B", a typical section showing the proposed installation.

Based on the data obtained from the test section of the subgrade drainage system, and the recommendations concerning the length of system to be installed, we hereby request approval to construct, with Interstate funding, a subgrade drainage system of four inch perforated polyethylene drainage tubing adjacent to the northbound and southbound lanes from the beginning of the project to the Coburg Road Interchange (Sta. 246+00).

Very truly yours,

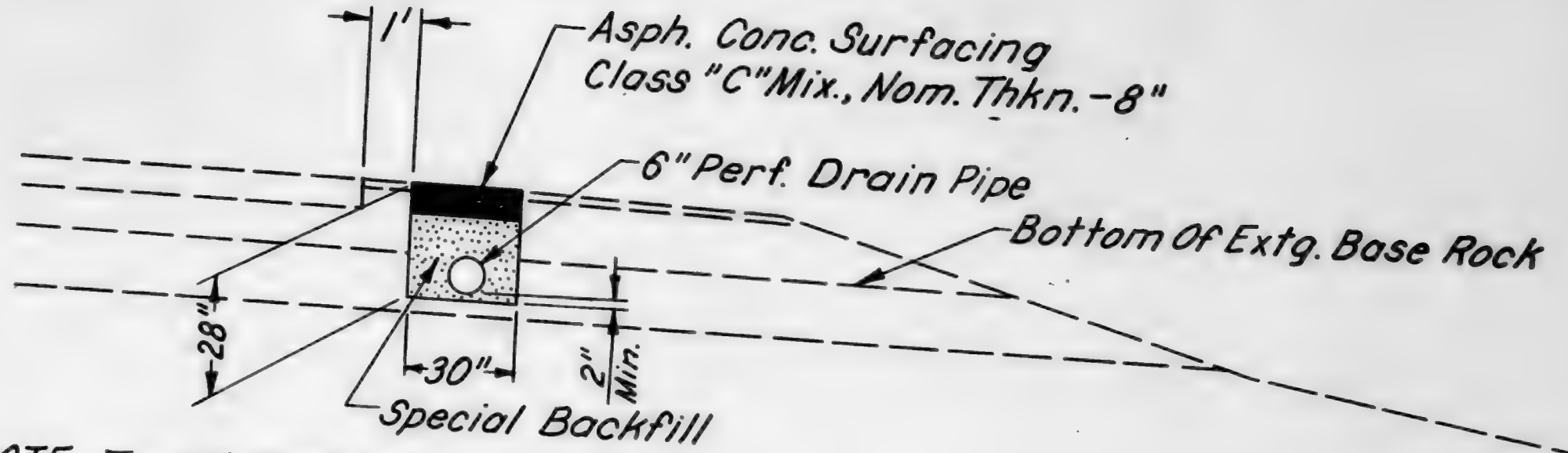
J. H. Versteeg
Road Design Engineer

By

Frank E. Terpin
Final Design Engineer

FET:we
Attachments

TYPICAL SECTION

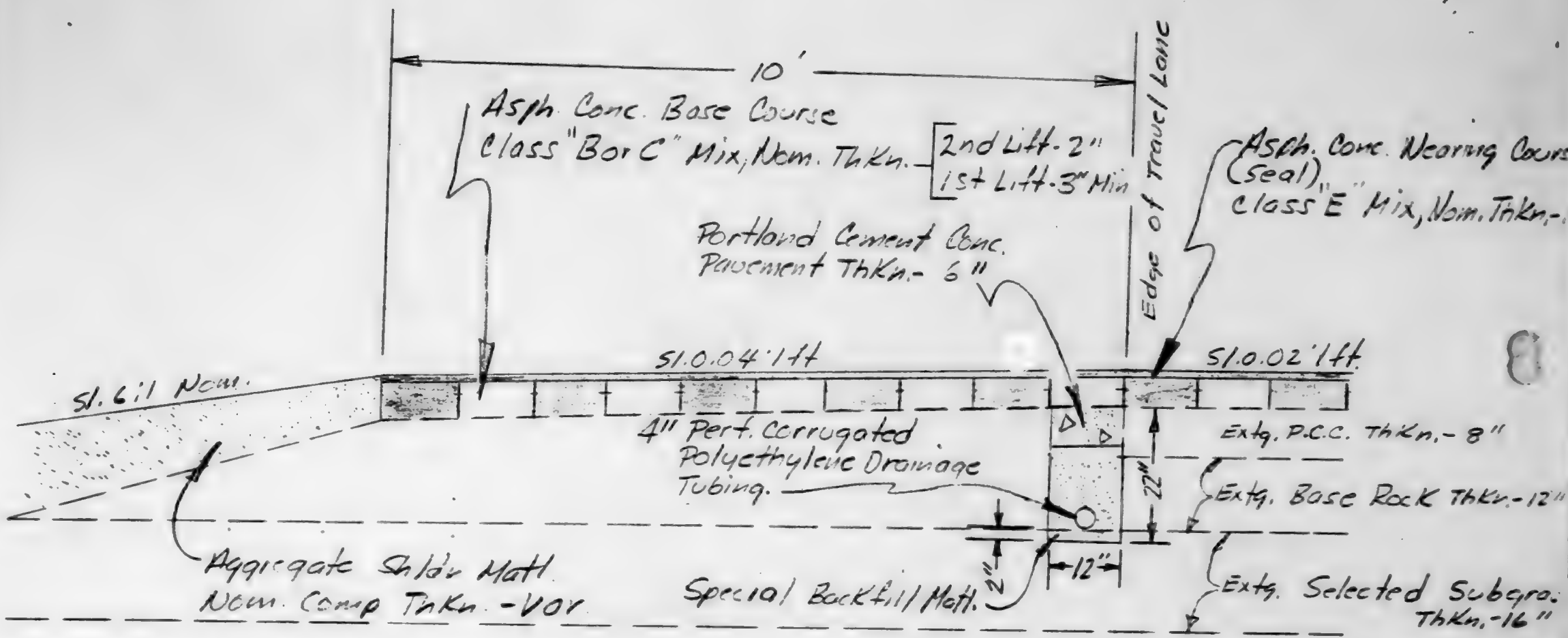


NOTE: Top Of Perf. Drain Pipe To Be Loyed To Bottom Of Base Rock.

PERFORATED PIPE INSTALLATION

ATTACHMENT "A"

Linn Co Line - McKenzie R. Sec.



DRAIN PIPE INSTALLATION

ATTACHMENT B

cc: L.S. Hunter, OSHD
J.H. Versteeg, OSHD
C.J. Gregg, OSHD
Andy Munoz, FHWA Reg 10

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INSPECTION REPORT
(Design)

ch

REGION NO.	REPORT ON	DIVISION
10	Trial Drainage System	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**	**PROJECT NO.**
11/9/73	G. K. Hossner, District Engineer	I-5-4(-)198

IN COMPANY WITH
C. J. Gregg, Pavement Design Engineer, OSHD

COPY SENT

REMARKS

LINN COUNTY LINE-McKENZIE RIVER
Pavement Drainage
MP 202

NOV 12 1973
REGIONAL OFFICE

C. Gregg and I inspected subject drainage system. Approximately 1 1/2 inches of rain had fallen in the Salem area during the past 24 hours and it is assumed that the project area received a similar amount.

Pavement in the area of the drainage installation site was dry except for localized wet spots caused by slab pumping on either side of the test section. There was no noticeable pumping in the test section nor was there evidence of water standing in the cracks and joints as had been observed following rainstorms prior to installation of the drainage system.

The outlet pipe was discharging a steady stream of water. A rough check was conducted and the flow was determined to be about a quart per 25 seconds or 36 gallons per hour. The discharge flow was slightly cloudy.

I discussed with Mr. Gregg the need to formalize the monitoring of this test section. I suggested that periodic checks of the discharge rate be made and documented. Also that test holes be bored in the PCC pavement within the test section and on each end so the relative percolation rate can be determined.

Versteeg ✓
A. Olson
Terpin T
Scott
Swenson
R. Olson
Trout RT

RECEIVED
NOV 13 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

REFERRED TO

Cole ____ Reed ____
Eriksen ____ Simple ____
Hager ____ Walsh ____
Return ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

FORM PR-33 (REV. 5-70) EDITION OF 7-67 MAY BE USED

☆ GPO: 1970 O-387-264

8116

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
June 14, 1974

FILE:

FROM: Gordon Beecroft
Research Engineer

TO: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Experimental Use of Polypropylene Reinforcement in Overlay

Linn Co Line-McKenzie River

I am pleased with the proposal to incorporate a non-woven polypropylene reinforcement in the Linn County Line - McKenzie River Section overlay. I would, however, like to see a test section constructed with the fabric near the bottom of the overlay.

Although mine seems to be a minority view, several others I have talked to do share it. My reasoning is that on pavements having a 61.5 foot contraction joint spacing the thermal movement per opening is relatively large. A crack is likely to propagate quickly from such a joint up to the level of the fabric and, with the fabric at mid-depth, the reserve against the crack migrating on to the surface is reduced. The major contribution the fabric can make is to stop reflection cracks and the deeper they are stopped the better, it seems to me. The Petromat people I talked to are not aware of its being used over reinforced pavements having long panels. They did seem to share my concern over the large thermal movement per joint.

The reasoning behind putting the fabric at mid-depth is mainly for the purpose of distributing the vertical strains caused by deflecting or rocking slabs before the strains get to the fabric. I have not been completely persuaded of the merit of having the fabric at mid-depth for this purpose either; I visualize both advantages and disadvantages.

Since this is to be an experimental project, perhaps a test section could be constructed with the fabric immediately above a thin leveling course.

Also, some interest has been expressed in trying a fiberglass fabric reinforcement. Would this be a good project to substitute a 500 foot section, or perhaps two 300 foot sections, of fiberglass?

GB:lj
cc: R. L. Schroeder

RECEIVED
JUN 17 1974

RECEIVED
JUN 17 1974

GR

Form FHWA 121 (Rev. 5-73)

8116

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-4(-)198
Linn County Line-McKenzie River Section
Experimental use of Polypropylene
Reinforcement in Pavement Overlay

DATE: June 13, 1974

In reply refer to: 10-41-B

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

By June 7 letter Mr. E. S. Hunter requested approval to incorporate, on an experimental basis, a non-woven polypropylene fabric reinforcement (Petromat) in a portion of the asphalt pavement overlay on subject project. The proposal provides for incorporation of the reinforcement in the outside traffic lanes between stations 14+00 and 246+00 except for two 300 foot control sections to be located in the southbound lanes and two in the northbound lanes. The estimated cost of this experimental feature is $85,744.

The proposal has been carefully reviewed and is considered to have merit. Experimental features such as Petromat should be tested and evaluated under different conditions such as those offered by this project. However, your proposed installation is considered to be too extensive. The desired data can be obtained from a much less extensive installation.

It is suggested that you consider smaller test sections such as two 1000 foot sections in each roadway with companion 500 foot control sections. This should adequately demonstrate the effectiveness of this product at a reasonable cost and is more within the intent of a category 2 experimental project.

It is further suggested that the detail sketch and description of the old pavement sections be extended to include the areas over which the Petromat is to be placed. This historic data are deemed necessary to make the desired evaluation of the effectiveness of the Petromat.

If you desire to undertake the category 2 project as above proposed it will be necessary to submit a more formalized work plan. This work plan should cover such items as project description, objectives, experimental features, inspection, reporting, financing, etc.

(more)

Financing considerations must include the post construction expense of data collection and assembly of information, including analysis, interpretation and reporting of data which is not eligible for FAI funding. This phase of work can be financed from HPR or State funds.

G. L. Green

5116

June 7, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Experimental use of Polypropylene
Reinforcement in Overlay
Linn County Line-McKenzie River
Pacific Highway (I-5)

Submitted herein for your consideration and approval is a request to incorporate experimentally in a portion of the proposed asphaltic concrete overlay of the subject section a non-woven polypropylene fabric reinforcement. The purpose of the fabric reinforcement would be to prevent or inhibit the reflective cracking commonly associated with the flexible overlay of deteriorated pavements, particularly joint reflection encountered in rigid pavements.

While it is noted that numerous experimental projects have been conducted in the area of reinforcing overlays with a variety of materials, definitive evaluation of an extensive project employing the polypropylene fabric is not yet available.

Attached is preliminary information received from California on a series of experimental studies in which they are currently engaged in using Petromat, a non-woven polypropylene fabric, and Petrolastic, an elastic joint-sealer, as reflective cracking inhibitors. As noted in Mr. Sherman's letter, it is too early at this time to evaluate the materials' effectiveness, but a preliminary (17 month) report is very encouraging.

In addition to the summary of current activities, the California inquiry response contains a historical review of studies of the problem over the past forty-odd years. Conclusions of this workshop review demonstrate that to date, efforts to control reflective cracking have been generally

empirical in nature and a rational method of application has yet to be developed. It is in consideration of this present state of the art and other factors relative to the subject project that the request to incorporate the polypropylene fabric in the overlay project is qualifiedly experimental.

Factors associated with this project which encourage confidence the fabric reinforcement will materially retard reflective cracking and prolong serviceability are: The generally prevailing mild climatic conditions, the already approved depth of overlay necessary for structural adequacy and the proposed placement of the Petromat itself.

In the matter of climatic influence, it is noted that two experimental installations in an area of climatic extremes, North Dakota and Saskatchewan, failed within the first year after placement. Temperatures in the northern mid-continental plains have a 140-150 degree annual range with frequent and abrupt changes. It is also noted that in both cases the overlays placed were thin and it is presumed the fabric was placed beneath the overlay in direct contact with the existing pavement.

Substantive evidence is available that separation of the reinforcing fabric from the old surfacing with a cushion course significantly increases its effective functionality. This was successfully demonstrated in an Idaho project employing an aggregate cushion course. Additionally, it was presumed in this case, the added thickness of the aggregate course helped insulate the old pavement from temperature changes and minimize the effect of longitudinal expansion and contraction.

As shown on the attached sketches, the proposed placement of the Petromat on the subject project will be between the first and second lifts of the overlay. This will provide a 3-inch cushion separation from the old P.C.C. pavement and a final 3-inch fabric imbedment when the plant-mix opened graded seal is applied to the 2-inch wearing surface. The final project then, structured as proposed with a total 6-inch insulating overlay of the old P.C.C. pavement and enjoying the mid climatic environment already cited, is viewed as offering optimum conditions supportive to the functionality of the reinforcing fabric.

In view of the foregoing and mindful of the considerable benefits accruable in overlay serviceability and reduced maintenance costs with successful fabric functionality, approval to positively

employ the reinforcing material is urged. Attached is an estimate of additional costs to the project to place the Petromat as shown in the attached sketches. Cost/benefit ratios appear inappropriate until such time as the functional effectiveness of the reinforcement may be evaluated.

Where functional failure of the reinforcement has been determined or suspected in previous experiments, no documentation of additional detriment to the overlay attributable to the residual fabric is available. Proposed installation of the Petromat will be as shown on the accompanying sketches. The four 300' control sections, two in the northbound lanes and two in the southbound lanes, where the fabric is shown to be omitted will be selected under construction. Each will be individually determined and located as representative of joint displacement (both horizontal and vertical) or random cracking (reflective of slab or subsurface failure). The control sections will be permanently identified by markers or mileposts to facilitate periodic examination and evaluation.

A study work plan should commence with a detail sketch and description of the old pavement sections selected for control. This should precisely locate and describe the nature and cause of all evidence of distress reflected by the existing surfacing. Subsequent field observations of the control sections should contain original sketch copies with progressive documentation of the overlay conditions. A proposed observation schedule might be at one, three, five and ten years.

It is anticipated that photographic as well as notated observations will comprise the bulk of study documentation necessary. If subsequent developments warrant, surface measurements and drill cores can be added for research purposes.

Funding of the foregoing described experimental work is requested as a regional experimental and evaluation Category II project as described under PPM 20-6.3. Your early approval of the proposed work and work plan with commentary and/or recommendations is respectfully solicited.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments
WWR:jh js
bc: F. B. Klaboe
A. E. Johnson
H. S. Coulter
J. H. Versteeg
J. C. Jenkins

Petromat

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Section Linn Co Line McKenzie R S.E. Sheet ____ of ____ Sh
Highway Pacific Unit
Length ____ Designer Sills County Lane Prefix
Draftsman Date
Sta 1400 to Sta 246 +00
Grading and Surfacing Items

Item 232 Stations	Unit	Net	10% Allow	Gross	Price	Amount
outside lanes only			Prices from Specifications			
Asphalt Matl.	Sq. Yd.	61,867	6183	68,050	0.15	10,208
Matting Matl.	Sq. Yd.	61,867	6183	68,050	0.50	34,025
Installation	Sq. Yd	61,867	6183	68,050	0.40	27,220
						$ 71,453
		+ 20% E E'C				14291

Total $ 85,744

AREAS

LINN Co. LINE-MCKENZIE RIVER SEC. PACIFIC HIGHWAY LANE COUNTY				SHEET NO

COBURG INTERCHANGE

CO. RD.

COBURG EAST
TO COBURG

S.B.d

12' 12'

Asph Conc Wearing Course (Seal) Class "E" Mix

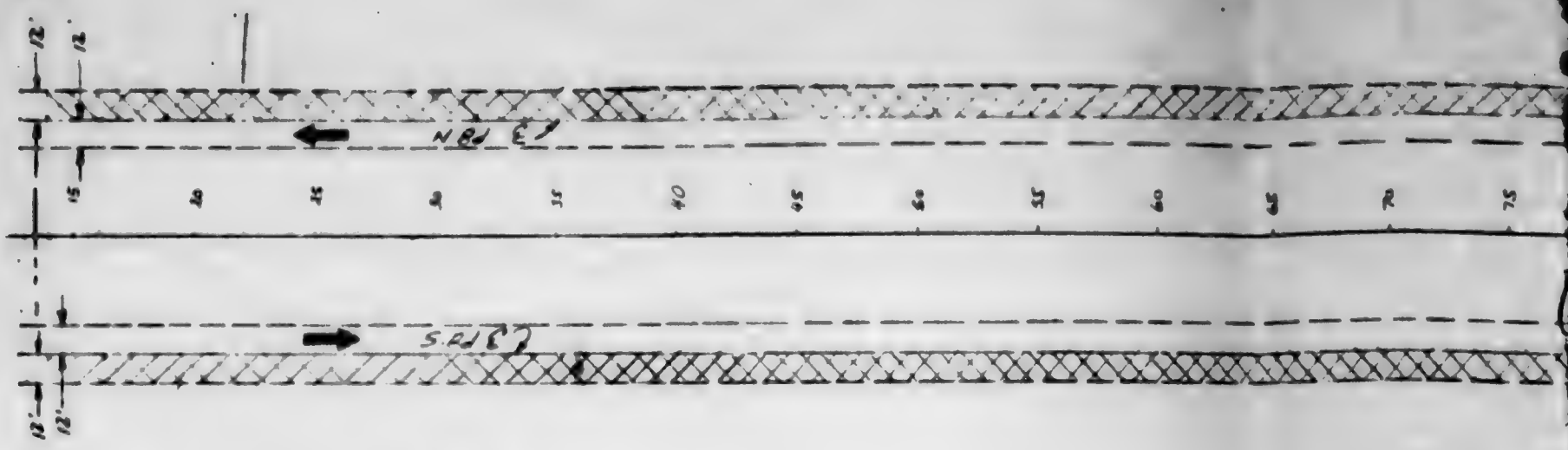
Asph Conc Base Course Class "B" a/c Mix

Top of Subg. Acc.

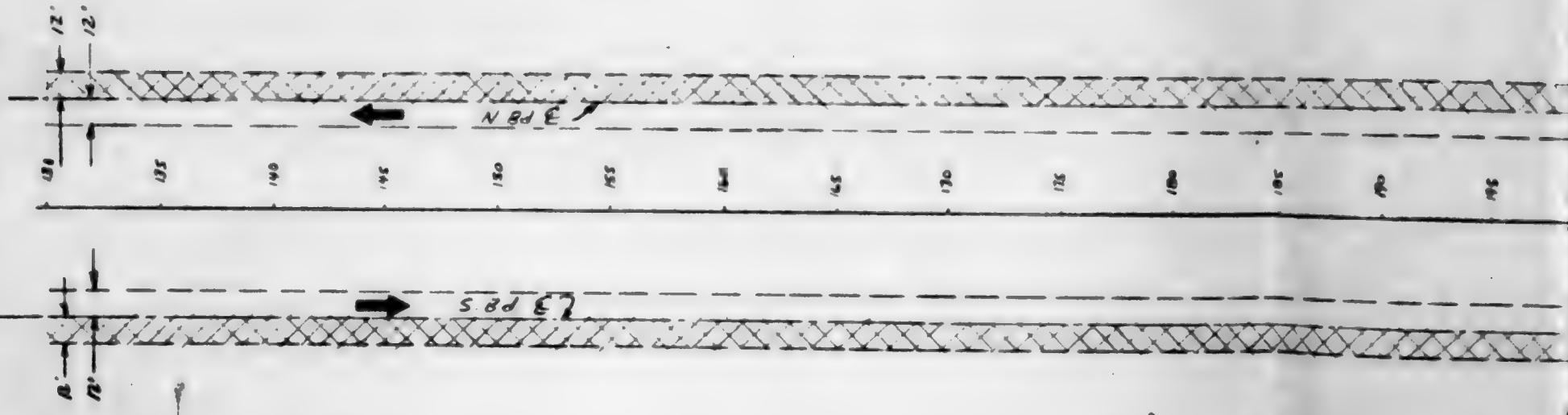
Concr. Pavement reinforcement (Seal) As per Specifications

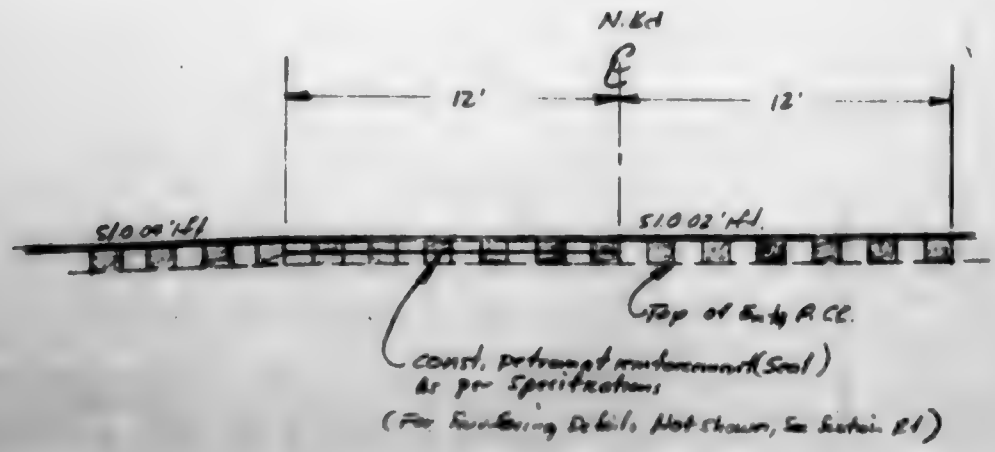
PETROMAT CONST. AREAS

LINN CO.
LANE CO.



Const. Petromat reinforcement Seal)
Shown Thus
(For Details, See Sections Below)





STR. 144+00 to STR 246+00

STATE OF CALIFORNIA—BUSINESS AND TRA[illegible]ORTATION AGENCY

RONALD REAGAN, Governor

DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
TRANSPORTATION LABORATORY
5900 FOLSOM BLVD., SACRAMENTO 95819

1 Versteeg
A. Olson
2 Torpin
Scott
OE Copy Swenson
R. Olson
Trout

RECEIVED
MAY 20 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To.
Bring Up /
Other

RECEIVED
MAY 17 1974
MATERIALS DIVISION OFFICE

May 14, 1974

Mr. James Wilson
Oregon Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Jim:

Attached for your information are copies of the tables and figures we are putting in our interim report on reflection cracking. It is really too early to evaluate the effectiveness of the different materials and systems placed in conjunction with an overlay in reducing reflection cracking. However, the early evaluation (about 18 months) does give some indication of which products show the most promise. I will briefly summarize each project to date:

02-Las-395-29.8/31.8 - Doyle, California

The failed AC surfacing on this project was in the form of shrinkage cracking and approximated 250 to 300 lineal feet of cracking per 100 feet of lane. Presently, the additional 0.12' AC test section is performing the best. I should add at this time that the south end of the project (0+00 to 48+00) is exhibiting more cracking in the adjacent lane than the north end of the job. The Petrolastic test section consisted of sealing the cracks with Petrolastic and applying a tack coat of 0.30 gal/yd^2 of RS2 prior to placing the AC overlay. The same was done on the Petromat test section before the fabric was placed. The overlay was one-inch thick.

08-Riv-15

This was a Petromat test on a roadway with alligator cracked AC pavement, high deflection levels and high traffic index. A 0.30 gal/yd^2 tack coat of CRS-2 was applied to the existing surfacing before the Petromat was placed. To date, the Petromat test section is performing better than the control. Some of the cracks showing up in the Petromat test section were caused by wrinkles in the fabric which in turn were caused by the paver placing tension in the Petromat as it pushed the asphalt trucks.

07-LA-1

On this project, stone dust and Petromat were placed on both AC and PCC prior to an overlay. On one test area where Petromat was placed on PCC and the overlay thickness was 0.1'AC, the joints are reflecting through both the control and the Petromat test areas. The SS1-h tack coat was applied at a rate of 0.20 gal/yd^2. The Phillips Petroleum Co. recommends a 0.30 gal/yd^2 application rate. But even if we had increased the rate, it is doubtful that the Petromat could have prevented the joints from reflecting through the 0.1' AC blanket.

We have other experimental installations, but it is too early to evaluate their performance. Information on these projects will be included in our forthcoming interim report. I hope this information is helpful to you.

Very truly yours,

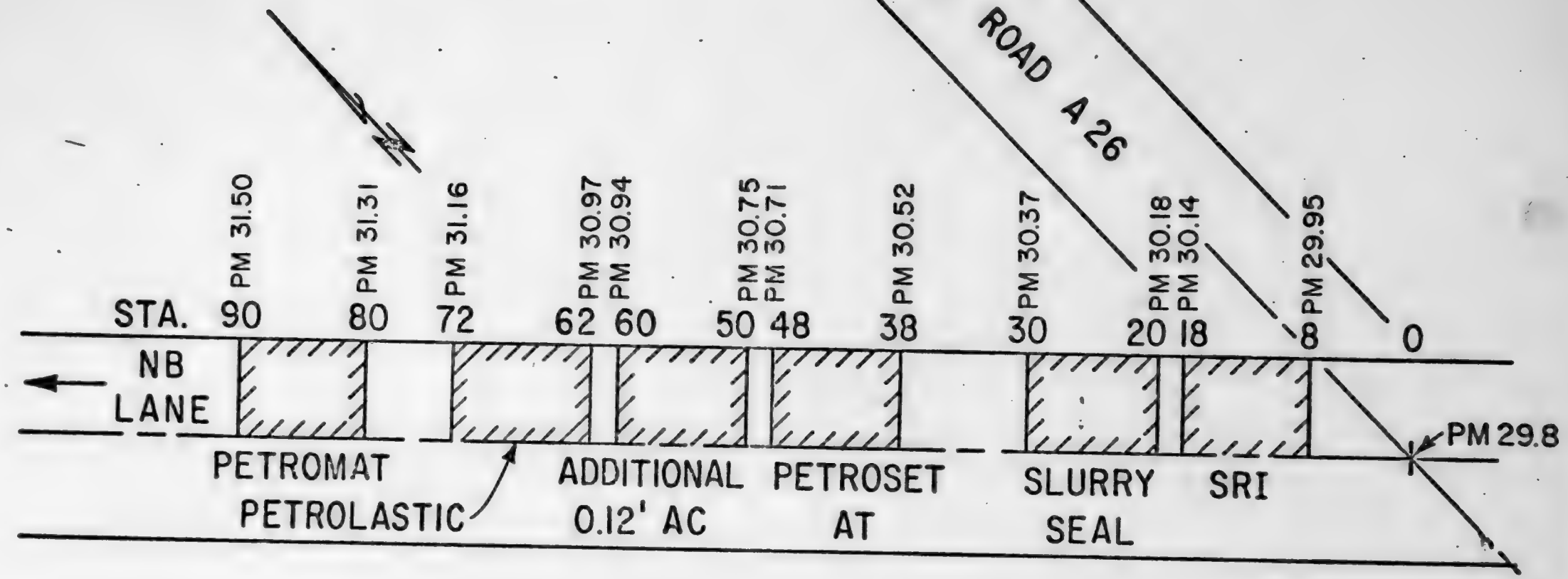
JOHN L. BEATON, P.E.
Chief, Transportation Laboratory

By George B Sherman

George B. Sherman, P.E.
Chief, Pavement Section

RB:EA

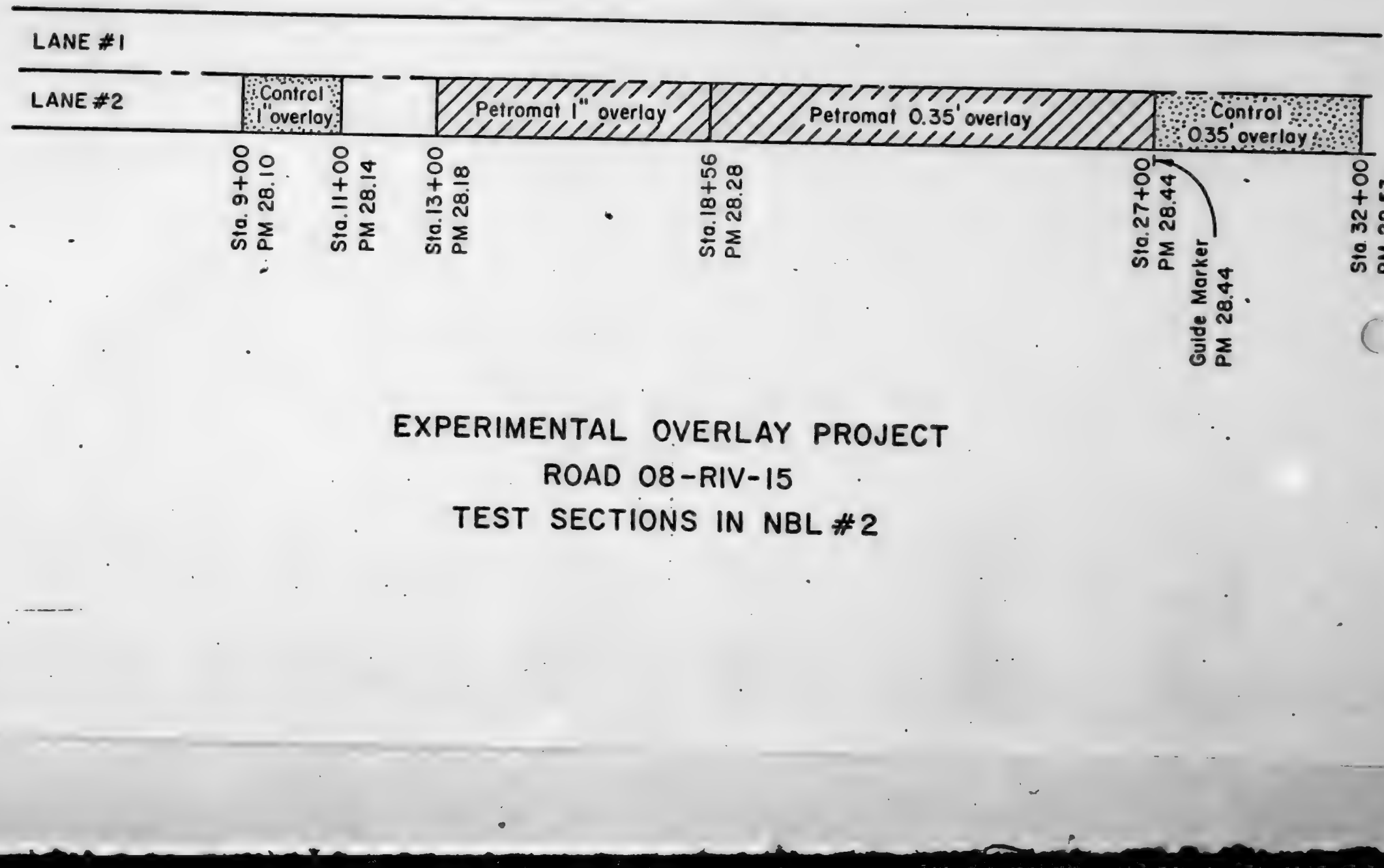
Attachments



EXPERIMENTAL OVERLAY TO REDUCE
REFLECTIVE CRACKING
ROAD 02-LAS-395

Project 02-Las-395-29.8/31.8

Section	Station	Cracking (lineal ft/100') Before (8-30-72)	Cracking (lineal ft/100') After (5-10-74)	% Reflection
Control	0+00 to 8+00	300	99	33
SRI	8+00 to 18+00	270	15	6
Control	18+00 to 20+00	250	62	25
ESS	20+00 to 30+00	235	75	32
Control	30+00 to 38+00	130	61	47
Petroset	38+00 to 48+00	220	50	23
Additional 0.12' AC	50+00 to 60+00	260	1	0
Petrolastic with 0.20 gal/yd^2 Tack Coat	62+00 to 72+00	290	11	4
Control	72+00 to 80+00	330	82	25
Petromat	80+00 to 90+00	250	9	3
Control	90+00 to 92+00	250	17	7



EXPERIMENTAL OVERLAY PROJECT

ROAD 08-RIV-15

TEST SECTIONS IN NBL #2

REFLECTION CRACKS IT MONTHS AFTER OVERLAY

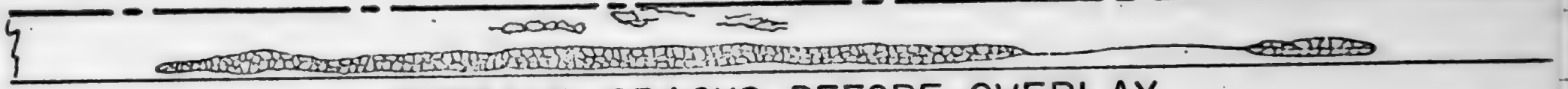
Project 08-Riv-15

Section	Overlay Thickness	Station	Crack Reflection (Percent)
Control	1"	9+00 to 11+00	57
Petromat	1"	13+00 to 18+56	12
Petromat	0.35'	18+56 to 27+00	0
Control	0.35'	27+00 to 32+00	0

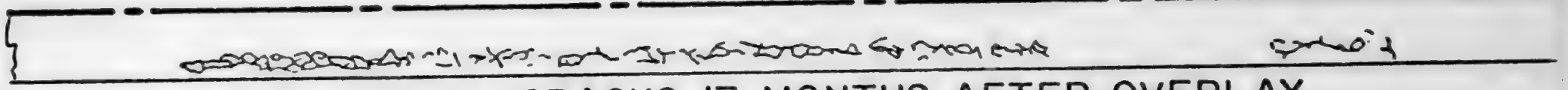
EXPERIMENTAL OVERLAY PROJECT

ROAD 08-Riv-15-28.04/28.19 NORTHBOUND NO. 2 LANE

CONTROL

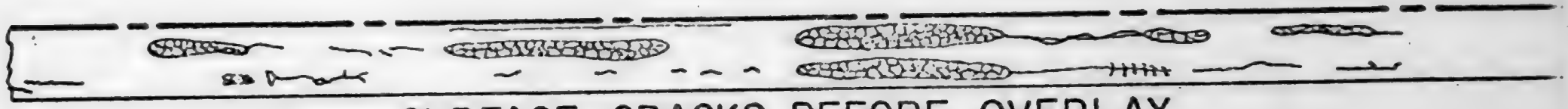


SURFACE CRACKS BEFORE OVERLAY

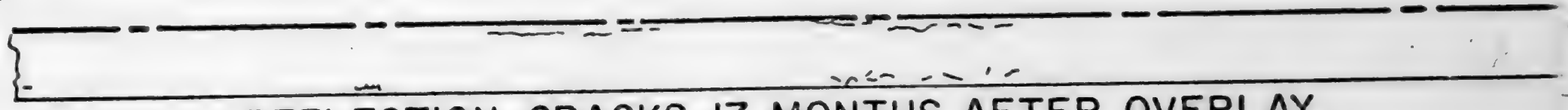


REFLECTION CRACKS 17 MONTHS AFTER OVERLAY

PETROMAT

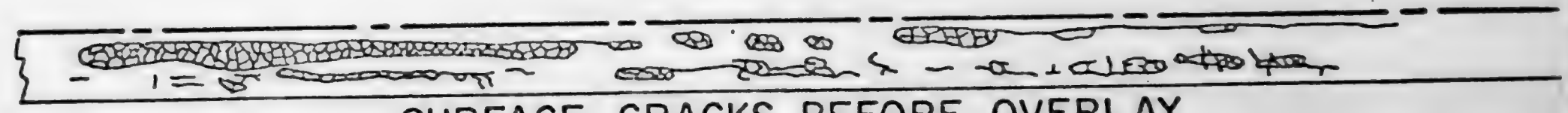


SURFACE CRACKS BEFORE OVERLAY

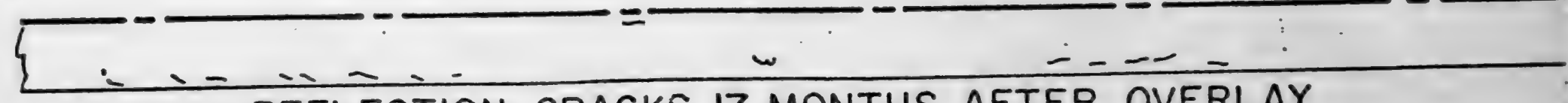


REFLECTION CRACKS 17 MONTHS AFTER OVERLAY

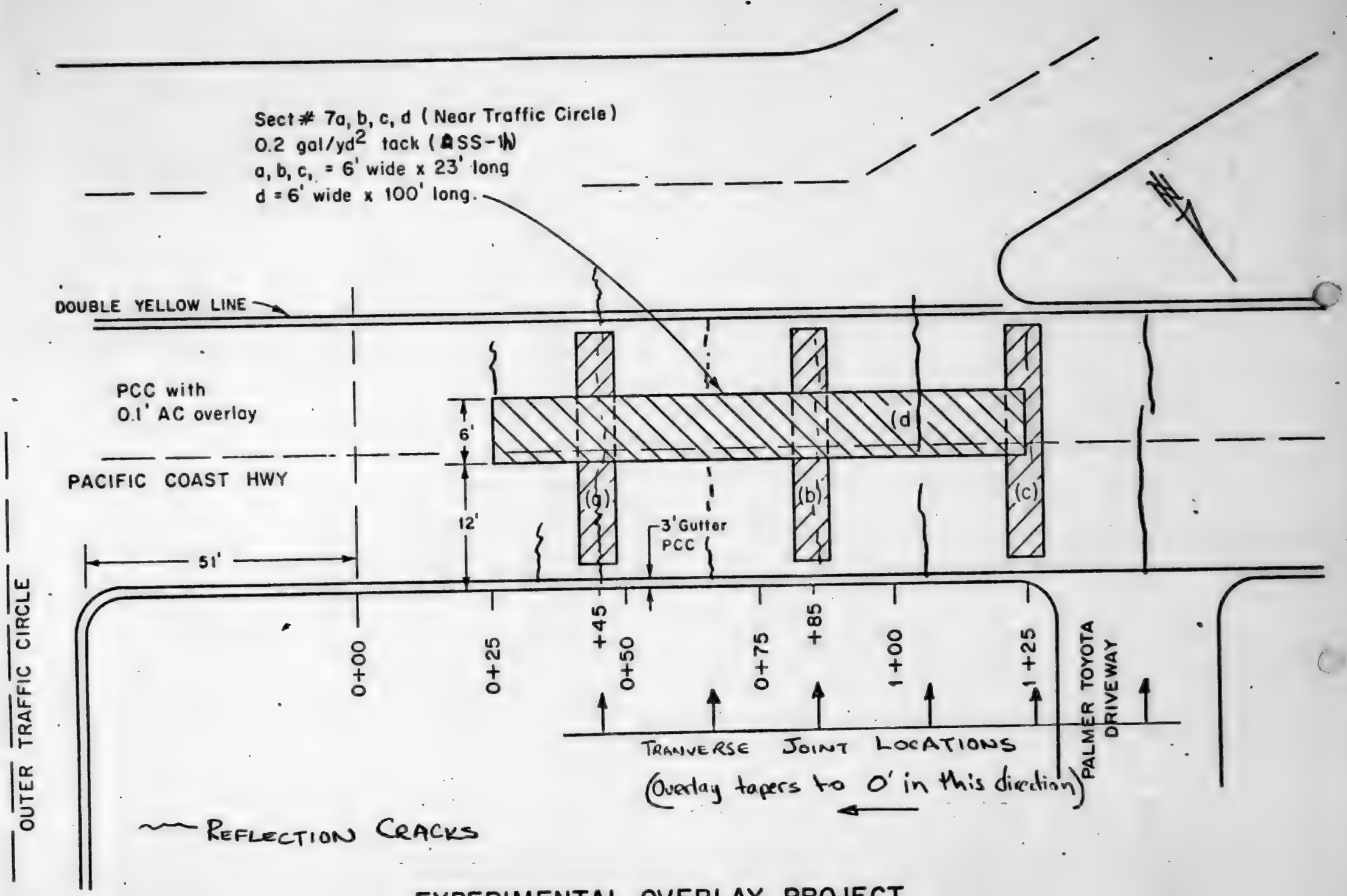
PETROMAT



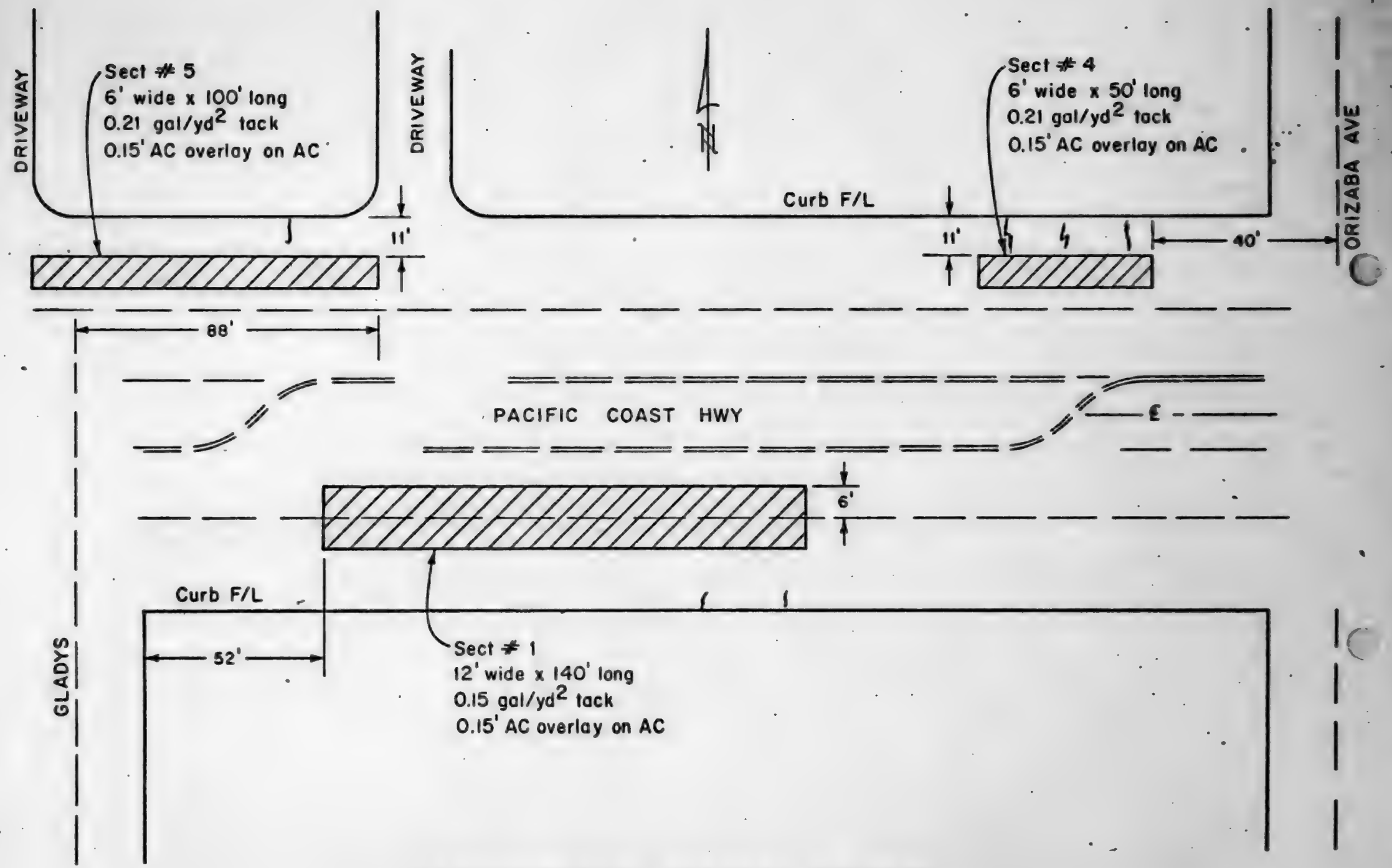
SURFACE CRACKS BEFORE OVERLAY



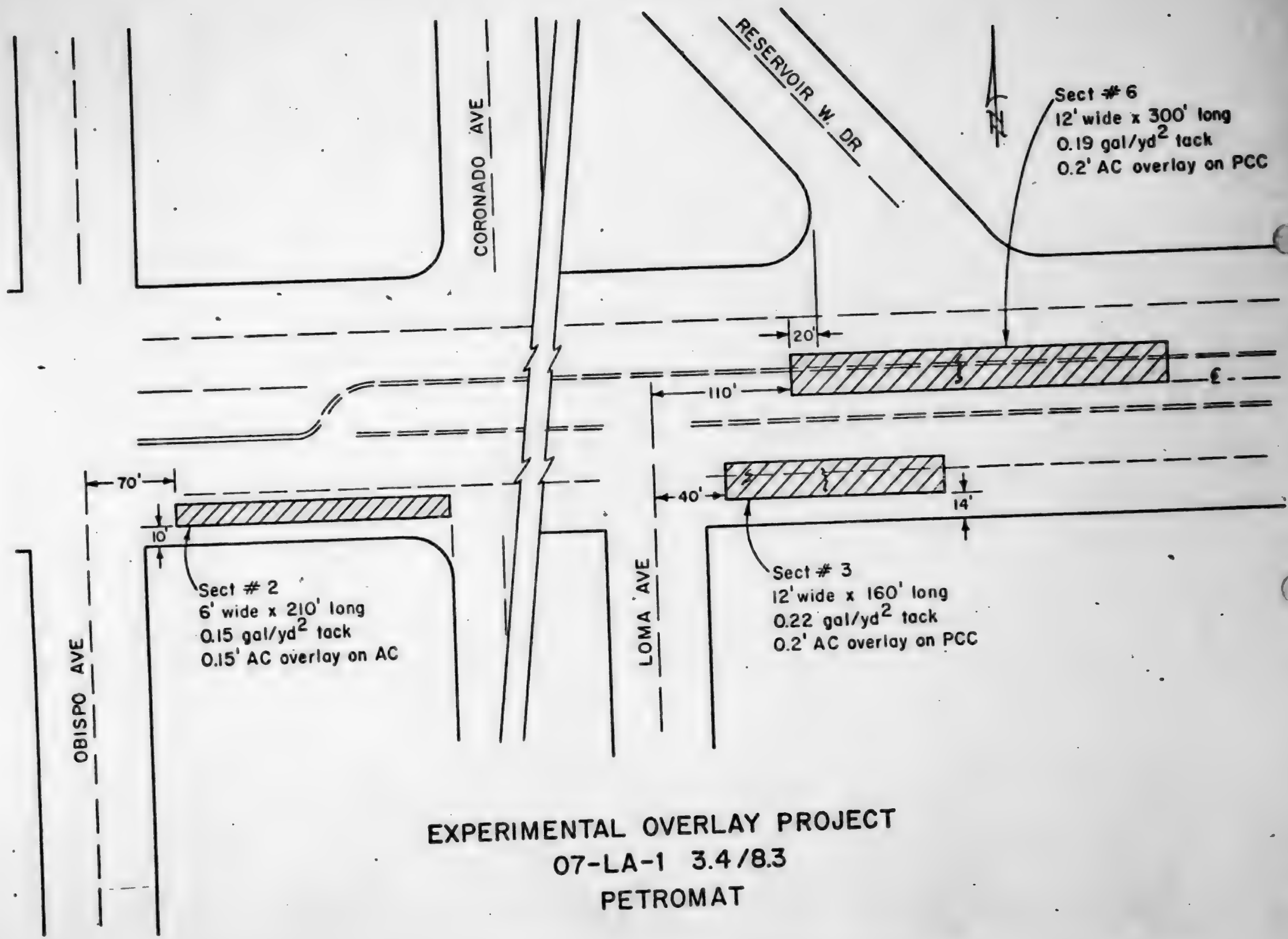
REFLECTION CRACKS 17 MONTHS AFTER OVERLAY



EXPERIMENTAL OVERLAY PROJECT
07-LA-1 3.4/8.3
PETROMAT



EXPERIMENTAL OVERLAY PROJECT
07-LA-1 3.4/8.3
PETROMAT



EXPERIMENTAL OVERLAY PROJECT
07-LA-1 3.4/8.3
PETROMAT

August 30, 1973

NOT RELEASED FOR PUBLICATION

Reflection Cracking

by

George B. Sherman

Forty-one years ago at the 1932 annual meeting of the Highway Research Board, a symposium was held titled "Resurfacing Portland Cement Concrete Pavements." Forty-one years later we are holding a workshop titled "Pavement Rehabilitation" and one of the subjects to be covered is "Reflection Cracking." Obviously, in this span of time the problem has not been solved. There may even be some doubt that substantial progress has been made.

In this workshop there are two principal types of distress being considered. The first is being dealt with very thoroughly by others and concerns the structural adequacy of a pavement and the layers or action needed to establish the road in a condition to carry planned traffic. The second is reflection cracking or the propagation of cracks in the existing surface of portland cement concrete or asphalt concrete through the resurfacing layer.

The problem is a serious one and many different remedies have been tried over the years to eliminate such cracking or at least to slow its progression. Reflection cracking develops from

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Prepared for the FHWA-HRB Workshop on Pavement Rehabilitation in San Francisco, September 19-22, 1973.

movement of the slabs under the overlay. It can be caused by differential vertical movements due to wheel loads and the lack of load transfer at the crack, or by temperature or moisture changes in the base layer, causing a horizontal movement at the crack. There is no rational, proven method whereby a design can be made with full assurance that these cracks will not reappear. Most of the concern for reflection cracking in the past has been with the cracks that are propagated through an asphalt concrete layer placed over portland cement concrete. Reflection cracking, however, can and does exist on flexible-type pavements where the asphalt layer is over an untreated base, a cement treated base, or a bituminous treated base.

To understand the problem more thoroughly perhaps we should review some of its historical aspects. At the 1932 symposium Gray and Martin (1) reported that reflection cracking could be controlled with three-inch penetration macadam or with a three-inch plant mix surfacing over badly cracked portland cement concrete surfaces. But for normally cracked surfaces, two inches of plant mix surfacing would be satisfactory. In 1973, Hensley (33) reported similar success in retarding reflection cracking in Arkansas by the use of 3 inches of open graded base course covered by 2-1/2 to 3 inches of dense graded asphalt concrete.

Today we have considerable talk concerning the use of portland cement concrete overlays to not only solve the reflection cracking problem but to solve structural problems or to improve skid resistance. Do you think this is new? At this same 1932 symposium, Flemming (2) reported that the recorded resurfacing project was a ten-foot PCC placed in the center of Union Street in Schenectady, New York, in 1909. This portland cement concrete resurfacing was 1" to 1-1/2" on the edges and 3" in the center. Of more than passing interest was the remark that the surface was grooved to improve traction. From the same report it can be learned that the State of California placed 200 miles of 4 sack portland cement concrete between 1912 and 1917. Resurfacing of these roads commenced in 1919 and continued through 1930 with thicknesses of 4" to 6-1/2" of portland cement concrete. From this work came the conclusion that a minimum of 4" of PCC overlay was needed to carry the amount of traffic of that day and 5" was needed over badly cracked PCC. Also of interest was the conclusion that special measures to prevent bond were not justified. This was determined by some pavements that had been overlaid with seal coat-type of bituminous layers.

In 1957 the Highway Research Board committee on Salvaging Old Pavements by Resurfacing published an annotated bibliograph (3). There were 175 references on the rigid-type of overlays and 80 on bituminous overlays. Not all of these, of course, were for the purpose of preventing reflection cracking. Many were for the

purpose of increasing the structural strength of the total section.

The first systematic approach to evaluating factors affecting asphalt cement resurfacing over concrete pavements was published in 1955 by Crump and Bone (4). They reported on a project of 25 test sections 1000 feet in length and arrived at two important conclusions:

"1. The successive record of various sections showed a definite progressing of reflection cracking in the early years. Different types of cracking develop at different rates but all types increase with each additional climatic cycle. For instance, by the third year many pavements had cracks over more than 75% of the length of the transverse joint. A few reached 95 to 100% in three or four years. Successive surveys, then, show a progressive growth of crack width after each annual temperature cycle rather than an increase in length of cracking.

2. Resurfacings laid in the fall do not usually crack until their second winter. Those laid in the spring or summer almost always begin to crack during the first winter. After about 2 years the cracking was about equal on both types."

The mechanics of reflection cracking were examined in more detail in 1954 by Bone, Crump and Roggeveen (5). Their Highway Research Board paper pointed out that while reflection cracking may result from either vertical or horizontal movement of concrete slabs, the horizontal movement appeared to be the predominant factor. This movement, which results entirely from moisture content and temperature variations, was found to have a seasonal variation from 0.10" to 0.18" per fifty-seven feet (the distance between expansion joints in Massachusetts). Because of the roughness of the concrete and natural adhesiveness of the AC overlay, this movement is not absorbed through any appreciable length so the surface immediately adjacent and directly over the concrete joint must conform to the entire contraction. Unfortunately, at low temperatures where maximum contraction takes place, AC surfacing is in an elastic state. Their results indicated that at 30°F. AC surfacing specimens of average quality and 13" in length would not tolerate strains in excess of 0.05" without cracking. These results were verified by field measurements in which it was found that in nearly every instance where the surfacing had stretched more than 0.05", a crack had appeared.

In a study of reflective cracking in Iowa reported by Roberts (6), particular emphasis was placed upon width of pavement joints, type of joint filler, and thickness of the surfacing. It was found that

over cracks less than 1" in width the percentage of reflection cracking was only slightly affected by the type of joint filler. Pronounced reductions were noted, however, by using an extra 1-1/2" of surfacing (increasing from 3 to 4-1/2") and, to a lesser extent, a higher penetration asphalt binder.

In the early 1950's the use of welded wire reinforcement was tried by several states. California reported in 1956 (31) that some California test sections had a significant reduction in the amount of reflective longitudinal cracking through the wire mesh as opposed to control sections. These results, however, were obtained upon sections with approximately 3" of surfacing. Sections using welded wire fabric and 4-1/2" surfacing failed to produce reflective cracks in either the control or the welded wire fabric, indicating that the thickness of surfacing is an important factor in the prevention of cracking.

An additional California project (7) constructed in 1957 with a tapered test section (2" to 5" asphalt concrete) using 3" x 6" - 10/10 welded wire fabric again illustrated the benefits of increased thickness. In this case, serious corrosion developed in the wire fabric and after 4 years much of the reinforcing effect was lost.

Tons, Bone and Roggeveen reported in 1961 on the five-year performance of two test roads in Massachusetts (8). In this test it was

found that the best resistance to reflection cracking was provided by continuous welded wire fabric reinforcement (3x6,10-10) which reduced the reflection of transverse cracks to approximately one-eighth of that in the control sections. The use of strip wire fabric reinforcement placed only over cracks resulted in reductions in reflection cracking of up to two-thirds of that found in control sections. In addition, cracks in the mesh sections were found to be consistently smaller in width than those in the control sections.

In 1968 Stanley M. Karanowski (9) summarized the experiences of twenty agencies that had used wire reinforcement in asphalt and found that performance ranged from poor to excellent, with the State of Illinois reporting good performance after 11-1/2 years of service. Mr. Karanowski concluded that the method of placing the welded wire fabric played an important part in the performance of the material.

Another approach to the problem of reflective cracking of AC blankets over old PCC was presented to the Association of Asphalt Paving Technologists in 1963 by J. L. Vicelja (10) in which the results of a four-year study of the effectiveness of expanded wire mesh reinforcement, aluminum foil, wax paper, and stone-dust for breaking the bond over existing PCC shrinkage cracks was discussed. Of particular interest is the effectiveness of

an 18" swath of stonedust in reducing bond and thus retarding reflective cracking. After several years of observation, the dust bond breaker had been completely successful as compared to a total lack of success with expanded wire mesh and a partial success with wax paper and aluminum foil. It is interesting to note that recent oral reports from Los Angeles County indicate that the bond breakers are still performing satisfactorily after 9 years service, but the thicker (4") resurfacings are more effective than the thinner (1-1/2") resurfacing layers. Karanowski (9) summarized the effect of bond breakers from nine agencies, most of whom thought the process was ineffective and two of whom thought the process was very good to excellent.

One apparently successful method of retarding reflection cracking, but not widely used, is that of breaking the old concrete pavement up into smaller segments by using a heavy pneumatic roller of 50+ tons. This method was first reported by Kipp and Price, of Minnesota, in 1950 (11), by Velz (12) in 1961, and by G. R. Korfhage (13). Karanowski (9) provides us with some summary information on this process and shows that of the five states reporting, all have had apparent success in retarding reflection cracks using heavy rollers to break and seat PCC pavement. Results ranged from good to excellent for pavements ranging in ages from 5 years to 10 years.

Another widely used method for reducing reflection cracking is the use of the aggregate base cushion course. This method requires the placement of several inches of crushed rock base over the old portland cement concrete pavement and then a new asphalt concrete layer placed on top of the base. While successful in many instances, this method does raise the grade a substantial amount. For urban freeways the amount of grade raise (10"-12") would probably be intolerable as well as providing some very difficult traffic control problems while construction is in progress. In any event, Karanowski (9) reported on the experiences of eight states, with variable results ranging from poor to very good or excellent. California made a study in 1966 on the effectiveness of flexible base cushion courses over old pavements (14) and found similar results. However, the study shows that cushion courses of 4" did develop some reflection cracks after a period of time. Cushion courses of 6" or greater did not develop reflection cracks. One of the problems of using the untreated base is the possibility of base failure because of moisture entrapped under the asphalt concrete pavement, or because of insufficient thickness of asphalt concrete pavement over the base material. The development of chicken wire or alligator cracking in such a structure is not usually reflection cracking but a failure of the new structure.

The State of Arizona uses what they call an upside-down design for treated bases in which the cement treated base is covered

with a layer of aggregate base and then topped with asphalt concrete. This aggregate layer has prevented reflection cracking to a large degree. Cushion courses apparently work in three ways to reduce reflection cracking: they reduce the vertical movement in the asphalt concrete surface due to the total structural thickness of the mass being placed upon the old concrete; secondly, they insulate the concrete from temperature and moisture changes so that the total horizontal movement of the old slabs is probably reduced to a level which can be tolerated by the asphalt concrete pavement; thirdly, they distribute concentrated stresses at PCC joints.

Another method of reducing reflection cracking is to overlay the portland cement concrete pavement with another layer of portland cement concrete. Many references will be found in literature on this subject. One of the most recent is that by Ross Martin (14). Martin points out that the most common procedure for determining concrete resurfacing thicknesses on existing concrete pavement is that developed by the Corps of Engineers (15). Also, that the most common methods for determining slab thickness of concrete resurfacing on bituminous pavement are those of the Portland Cement Association (PCA) (16) and the American Association of State Highway Officials (17). Martin also lists seventeen overlay projects constructed since 1959 with thicknesses ranging from 6 to 9 inches. The four projects constructed in California have shown no sign of reflection cracking. The oldest of these is now five years old.

The State of Illinois analyzed the performance of 89 resurfaced portland cement concrete pavements relative to the performance expected from new rigid and flexible pavements. From this analysis a resurfacing design procedure was developed based on a modification of the currently-used Illinois rigid pavement design procedure. This work was reported by Robert P. Elliott (18) in 1971. The Illinois study revealed that the AASHO present serviceability index (PSI) equation for flexible pavements appeared to be applicable in measuring performance of resurfaced pavements, except that the cracking term should be modified to consider reflection cracking. Therefore, modifications were made to include a cracking term similar to that used in the rigid pavement PSI equation. Formulas developed by Illinois are as follows:

$$PSI = 10.91-3.90 \log \overline{RI}-0.01(C+P)^{\frac{1}{2}}-1.38\ \overline{RD}^2-0.09(C^1)^{\frac{1}{2}}$$

where $\overline{RI}$ = roughness index measured by Illinois roadmeter
C = a measure of alligator cracking
P = a measure of patching
C^1 = a measure of reflective cracking
$\overline{RD}$ = a measure of rut depth

Designing to PSI end points of 2.0 and 2.5, and knowing the design traffic load (18 K equivalent over the design period) and the CBR of the underlying soil, nomographs have been constructed to determine the structural number of the road. The required thickness of resurfacing can then be determined using the thickness of the existing pavement components. If the resurfacing

is to be the first for the pavement, the thickness is determined by the equation:

$$D_F = \frac{SN_R - 0.26D_C}{0.40}$$

For second resurfacings the thickness is determined by the equation:

$$D_S = \frac{SN_R - (0.25\ D_F + 0.17\ D_C)}{0.40}$$

D_C = thickness of PCC pavement

The limitations placed upon the design system are 3" for primary and interstate roads, 2-1/2" and 1-1/2" for roads of lesser traffic or importance. The reason for the minimum is worthy of consideration in that a degree of smoothness is required and Illinois believes that it requires two course construction to obtain this smoothness.

One of the big reflection crack problems is that caused from the use of cement treated materials beneath asphalt concrete. Since the cement treatment is normally a rigid structure, it acts like concrete, expands and contracts due to temperature and moisture variations. Some studies by California have indicated that various aggregates have different susceptibilities to shrinkage and cracking; however, standards are difficult to specify as shrinkage and expansion also vary with the environment as well as the cement content used in the base.

The cracking of cement treated base largely follows the pattern of concrete. Unfortunately, it does not break in nice uniform cracks like that found in sawed concrete contraction joints and so cracks in the asphalt concrete have a random appearance, which is distasteful to most engineers. In colder areas where it is necessary to sand the roads, these cracks, as they widen, fill with sand. This causes the asphalt concrete to bulge on either side of the crack and provides a rough ride on the road. In any event, when it is time to resurface such a road, the same problems face one that are found in resurfacing concrete pavement. The cracks tend to reflect through the pavement. The reflection may be accelerated by traffic but is largely an expansion-shrinkage phenomena. Figure 1 shows the end of the Grover Shafter Freeway in Oakland, California. No traffic has been on this road as yet and the three bituminous surfacing layers are evident, the cracks going completely through the first layer (0.2'), the second layer (0.15') partially cracked, and the third layer (0.15') showing no cracks. The same uncracked surface appearance may be found on the freeway where it is carrying traffic on the full 0.5' depth of surfacing. This leads one to believe that with sufficient cover over either portland cement concrete or cement treated base, the reflection cracks will not come through in a very rapid manner. In climates of more severe weather then that found in Oakland, California, the reflection cracking might have progressed through the entire six inch depth of pavement. To reinforce this observation, experience of the six inch asphalt

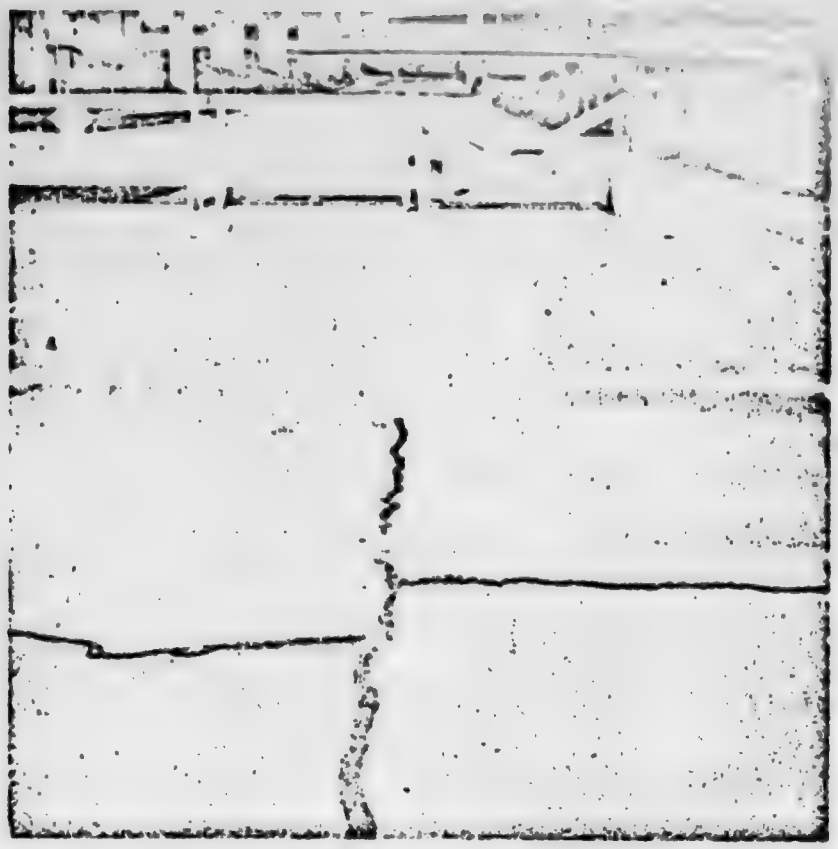

Figure 1

concrete overlay placed on a portion of the Hollywood Freeway in Los Angeles (8" of unreinforced PCC) in 1957 is of interest. Fifteen years later less than 10% of the cracks have reflected through the surface course.

Reflection cracks not only are developed by cement treated bases and portland cement concrete, they can also be developed from asphalt concrete over untreated base materials. This is particularly true where thermal cracking appears in the higher elevations, but even in more mild climates where alligator

Figure 1

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Reflection cracks not only are developed by cement treated bases and portland cement concrete, they can also be developed from asphalt concrete over untreated base materials. This is particularly true where thermal cracking appears in the higher elevations, but even in more mild climates where alligator

cracking has been known to reflect through where insufficient cover is placed over the pavement.

With the great increase in multilane road mileage, it is quite obvious that most of the structural problems are in the outer lane, while the inner lanes are still in satisfactory condition and adequate for the traffic which uses them. Therefore, much effort, time, and money is being used, currently, to find ways to prevent reflection cracking with a minimum thickness of asphalt concrete in the truck lanes and thereby save expenditures in resurfacing inner lanes and shoulders. Some of the things that are being tested are:

1. Asphalt rejuvenating agent
2. Asphalt emulsion slurry seal
3. Heater remix process
4. Plant mix seal coats
5. Rubberized asphalt cement
6. Rubberized slurry seal
7. Rubberized seal coats
8. Hand poured filling of the cracks prior to overlay
9. Polypropylene fabric

These different methods of preventing or reducing reflection cracking are being tried by several states under an FHWA demonstration project. While it is too early yet to come to positive conclusions as to the best of these methods, early indications would clearly eliminate some of them as a method of preventing reflection cracking, at least under thin asphalt concrete surfacings.

The use of rejuvenating agents does not appear to prevent reflection cracking. It does, however, soften the surface and provide a crack which surface heals under traffic or at least stays to a minimum width under traffic. In achieving this softness some risk is run that the surface will bleed and cause reduced skid resistance. This is particularly true when the rejuvenating agent is applied to a mix with ample asphalt and minimum voids.

The use of an asphalt emulsion slurry underneath an overlay would appear to be an excellent way to fill larger cracks and thus minimize the ability of wide cracks to reflect. To date, the slurry seal has not been effective in preventing such reflection cracking but most of the trials would appear to have been with fairly thin surfacings of the order 1 to 2 inches.

The heater mixer resurfacing-type project has proven to be fairly successful, at least in California, in retarding reflection

of alligator-type cracking on old pavements. In this process the pavement is heated, scarified and remixed to provide a smooth layer for the overlay to be placed upon. It has been used successfully in the San Francisco area on freeway ramps. Unfortunately, the use of the heater scarifier has been prohibited in Los Angeles because of pollution problems. Whether this ban will be adopted by other areas remains to be seen.

Over the years at various times and places open graded plant mix seals have been used to cover up cracked pavements and it has been our experience that plant mix seals do not prevent reflection cracking. Eventually the reflection cracks will come through and the open graded mix will have a tendency to spall.

One of the potential possibilities of retarding reflection cracking is through the use of additives to modify the characteristics of the asphalt cement. So far this has been done primarily through use of rubber. Roggeveen and Tons (19) reported in 1956 on the use of:

a. Emulsified Rubber Asphalt - 5% (of weight of final asphalt content) of rubber latex added and mixed with heated aggregate.

b. CRS Synthetic Rubber - Powder 100% passing 20 mesh sieve. It was cooked into the asphalt at 225°F in the amount of 7½% by weight.

c. Natural Rubber Crumbs - crumbs added directly into the pug-mill in the amount of approximately 7½% by weight of asphalt to the top course and 5-3/4% to the binder course.

Roggeveen and Tons concluded that 80% of the total transverse cracks reflected through in four years and 90% after six years regardless of whether or not rubber additives were combined with the asphalt. A similar study by the Road Research Laboratory in England (20) also indicated that rubber in asphalt did not reduce cracking. Experience in California (7) has been that while the crack pattern propagation appeared retarded the ultimate performance is no better than the control.

Other types of rubberized applications are what might best be described as a rubberized emulsion which penetrates the pavement, carrying rubber particles with it, which combine with the asphalt. Results to date appear to be inconclusive for this type of material but it seems to have an effect similar to unrubberized rejuvenating agents in that cracks appear finer and tend to surface heal in warm weather.

Lagrone, and Gallaway (20) reported on the use of vulcanized rubber aggregate in an emulsion slurry seal as a stress relieving layer under asphalt concrete to alleviate reflection cracks.

They recommend a ½" layer between the resurfacing and the cracked pavement. This thickness is to accommodate about 0.20" of horizontal base movement. They also suggest the possibility of successfully placing relatively thin (2 to 3 inches) asphalt concrete blankets over old PCC pavement. Test sections are currently in progress in Texas, North Dakota and California. Initial results are encouraging but not conclusive.

McDonald (32) City of Phoenix, Arizona, reports success in preventing reflection cracking using a surface seal coat composed of 3/8" x ½" chips and a binder of 120-150 penetration asphalt containing 25-30 percent of granulated tread rubber reclaimed from discarded automobile tires. The rubber is ground to pass the No. 16 sieve and be retained on the No. 25 sieve. This seal coat produces a very flexible surface which will resist both fatigue and reflection cracking. The process is described by Olsen (22) for the Implementation Division of FHWA.

Crack filling is a recommended practice for all overlays where the cracks are of such nature that they might reflect through the overlay. This would include asphalt concrete thermal cracking. This process will not prevent reflection cracking but does retard the reflection of large cracks.

For PCC pavements not only should large cracks be filled but rocking slabs should be stabilized (providing they are not broken up

with heavy rolling) by pressure filling the voids under the slabs with a lime or cement grout.

Polypropylene fabric is becoming more popular and is being tried by several states. (24) While none of the installations have been in long enough to determine the long term effects of the polypropylene mat, it would appear that it is effective in some cases in retarding cracking. It is being tried both as a full lane coverage material and as a strip material over specific cracks. In California, experience to date would indicate that the material is more effective as a full lane width cover material and more effective on transverse than longitudinal cracks.

J. O. Wilson (25) describes successful experiments in controlled reflection cracking. This was accomplished by sawing 3/8 inch wide by 1/2 inch to 1-3/4 inch joints in the asphalt concrete overlay at the existing portland cement concrete joints. This controlled cracking procedure has not been widely used and very little reported in the literature.

S. E. Roberts (26) reported that experiments in Iowa showed substantial differences in reflection cracking between asphalt mixtures made with 80 and 115 penetration asphalts. At the age of 51 months, sections with the harder asphalt showed 75% reflection cracking while the softer asphalt section showed 37%. The work done by Haas et al (27) in Canada would tend to reinforce this use of

softer asphalts.. Also important is the temperature susceptibility of the asphalts as well as the actual consistency of the material in place after processing through an asphalt plant.

P. C. Pretorius, C. L. Monismith et al (28) have reported on their research to predict shrinkage stresses in pavements containing soil-cement bases. Their approach is important for it represents one of the few attempts being made to rationalize the cracking of bituminous layers placed on elastic bases. The research used the creep characteristics of all the materials in the pavement structure together with the shrinkage and strength characteristics of the soil cement in an incremental axisymmetric finite-element solution. The authors believe that it is possible to approximate the crack spacing in a soil-cement base pavement providing the actual distribution of shrinkage strains in the pavement are known.

In an application of fracture mechanics, D. V. Ramsamooj (29) has developed a theoretical approach to the problem of predicting the rate at which cracks in an underlying layer of pavement will reflect through a bituminous overlay. He considers the initiation and growth of cracks under the combined influence of repeated vehicular loading and changes in temperature. Both the theory of linear elastic fracture mechanics and that of delayed fracture in visco-elastic materials are used to formulate the method of solution. Ramsamooj points out the need for research to verify the method

experimentally. Such proof of validity would minimize the need for "trial and error" research on the endless stream of products proposed for eliminating reflection cracking.

In the NCHRP report (30) on Pavement Rehabilitation, Dr. B. Frank McCullough, author of the report, summarized much of the work that has been done on reflection cracking. I wish to acknowledge that many of the references used in this paper were obtained from this excellent report.

Up to this point in time much of the work on reflection cracking has been of an empirical nature and a large part of the effort has only been a trial with no real research involved. As determined in the literature review, treatments that worked in one area failed in another. Documentaries as to the reasons for success or failure are scarce. Follow up studies to determine life expectancy of treatments have been neglected.

It seems probable that our ability to correct structural deficiencies is exceeding our ability to prevent reflection cracking. Overlays that are of sufficient thickness structurally may have reflection cracks in one or two years. Vertical movements can be measured with sufficient accuracy by a Benkelman beam or various vibrational devices. The horizontal movement of material under the surface is less easily determined for it is dependent largely upon the

environment which is a less predictable factor. More information is needed to be able to predict maximum movements. It is necessary to learn more about how the cracks propagate and to develop means of retarding the cracks. Finally, better data banks are needed so that the performance of pavements can be documented and research concentrated on the most costly types of distress.

As a result of 41 years concern with reflection cracking, we have now reached a point where the need for a "rational" design method is recognized. Perhaps from this workshop a plan can be evolved to systematically attack the problem.

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Form FHWA 121 (Rev. 5-7)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 6, 1974

In reply refer to: 10-41.7

SUBJECT: Oregon I-5
Structure Modification
Linn County-McKenzie River Section

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. E. S. Hunter

We have reviewed the information submitted in Mr. Hunter's May 23 letter. We cannot agree to raising these structures. After the overlay there will be almost 15' clearance which is greater than required by State law and greater than permit allowance.

For G. L. Green

REFERRED TO
Cole — Reed
Eriksen — Sample
Hager — Watson
Return ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

1 Vorstrup
3 A. Olson
2 Scott
4 S. Swenson
R. Olson
Trost

RECEIVED
JUN 1
ROAD DESIGN ENGR

JUN 10'74
Hunter

6-12-74
Sent this letter with Parker Hunter more justification to

RECEIVED
JUN 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Try Again!

1 Versteeg
A. Olson
2 Terpin
Scott
Swenson
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RECEIVED
AUG 12 1974
ROAD DESIGN SECTION

Requires Reply ☒
Requires Approval ☐
Receiver Keep ☐
Do not File
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DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

STRUCTURE MODIFICATION REPORT

LINN COUNTY LINE TO MCKENZIE RIVER

INTERSTATE 5

Lane County

F. B. Klaboe

Administrator and State Highway Engineer

Victor D. Wolfe

Location Engineer

May 1974

CONCLUSIONS

Two undercrossing structures on the Linn County Line to McKenzie River Section of Interstate 5 do not have sufficient clearance to eliminate the high probability of structural damage and show evidence of hits already suffered in collisions.

This section is proposed for a six-inch overlay with asphaltic concrete and certain other safety improvements, which will require that either the roadway grade be lowered or the structures be raised to avoid increased serious damage to the structures. However, the alternative of lowering the grade would not permit salvage of the existing PCC pavement for use as a subbase. Lowering the grade could also induce drainage problems not now experienced. Finally, estimation of similar work on the Battle Creek Interchange-Hayesville Interchange Section showed that lowering the grade would cost two to three times more than raising the structure.

RECOMMENDATIONS

It is recommended that in the section of Interstate 5 under consideration the following structures be raised to provide a vertical clearance of 17 feet as part of the contemplated safety improvements.

Coleman Road Undercrossing - M.P. 203.44

Swango Road Undercrossing - M.P. 201.28

VERTICAL CLEARANCE AND DAMAGE

The structures on this section were built during an early phase of the construction of Interstate 5, with vertical design clearances commensurate with the standards of that time. These proved inadequate, as demonstrated by ensuing damage to the structure girders.

Our studies and operating experience indicate that we cannot expect reasonable security against collision damage to the structural girders unless the vertical clearance is in excess of 16 feet 6 inches. Structure clearances are discussed in detail on Page 31, Part I of *A Study of Damage to Undercrossing Structures on Interstate 5, California to Hayesville Interchange*. (Three copies of this three-volume report were furnished to FHWA in December 1973.)

Vertical clearances for new construction have been increased in order to minimize the damage caused by over-height vehicles on the freeway, with 17 feet considered as the current design minimum. The effects of cumulative damage caused by major and minor collisions were discussed in the previously mentioned three-volume report. In keeping with the recommendations of that study, more detailed investigations were made of alternate proposals for raising the structures or lowering the freeway grade beneath as these alternates would apply to currently proposed safety projects. Comparative cost estimates are given on a reconnaissance basis, assuming a 17-foot clearance.

Contemplated resurfacing in current paving designs for this section would total a nominal six inches. The original design vertical clearance, the existing vertical clearance, and the projected clearance

after resurfacing of the freeway pavement (if no attendant modifications are made) for the structures under consideration are tabulated below, together with brief descriptions of present visible damage to each structure.

Structure	M.P.	Original Design Clearance*	Existing Clearance**	Clearance After Overlay	Present Visible Damage***
Coleman Rd. U'xing	203.44	15'8"	15'6-1/8"	15'-1/8"	Scratches on all girders, chips 1" wide & 2" deep on south girder and fourth girder from south
Swango Rd. U'xing	201.28	15'8"	15'5-1/8"	14'11-1/8"	Marks on all girders, chipped areas on north and south girders

*Bridge plans on file, Oregon State Highway Division Bridge Section

**Structure clearance log on file, Oregon State Highway Division Maintenance Section

***Oregon State Highway Division Location Section, *A Study of Damage to Undercrossing Structures on Interstate 5, California to Hayesville Interchange*, November 1973

Since these undercrossing structures were built to the same standards, the same cost estimate would apply to both of them. No estimate was made for the alternative of lowering the freeway grade

for the following reasons: First, lowering the grade would make it necessary to remove the existing PCC pavement, which can still give good service as a subbase even though it has cracked and deteriorated to the point where it cannot serve as a finish pavement. Second, lowering the grade on this low-lying, level section of freeway would bring the paving closer to the water table, with the probability of inducing drainage problems not now apparent. Finally, the costs of similar work for the Battle Creek Interchange-Hayesville Interchange section of I-5 indicated that lowering the grade would be two to three times that of raising the structure; therefore, the cost estimates shown below are for raising the structures and the attendant grading, drainage and surfacing work.

Coleman Road Undercrossing - M.P. 203.44 (See Figure 1)

Damage was observed on all of the girders on this structure over the northbound lane. Chips over one inch wide and two inches deep can be seen in the first and fourth girders from the south. There is also a small chip out of the north girder. At present the damage can be patched, but if the present clearance is reduced by an overlay, the cumulative damage caused by repeated hits will eventually become serious enough to threaten the stability of the structure. We therefore recommend that the bridge be raised to provide a vertical clearance of 17 feet. This will require grading, drainage and paving in addition to raising the structure. Cost for this work is $145,000.

Swango Road Undercrossing - M.P. 201.28 (See Figure 2)

This structure is identical to the Coleman Road undercrossing. Two chipped areas were observed on the south girder above the outside

northbound lane. Other marks can be seen on all the girders, with evidence of two major hits. Chip marks are also seen on the north girder above the southbound lanes; all girders above the southbound lanes show evidence of being hit at least five times. The situation is therefore similar to that at Coleman Road, and it is recommended that the structure be raised to provide 17 feet of vertical clearance; otherwise the cumulative damage will eventually become serious enough to shorten the service life of the structure. Cost is $145,000.

TABULATION OF COSTS*

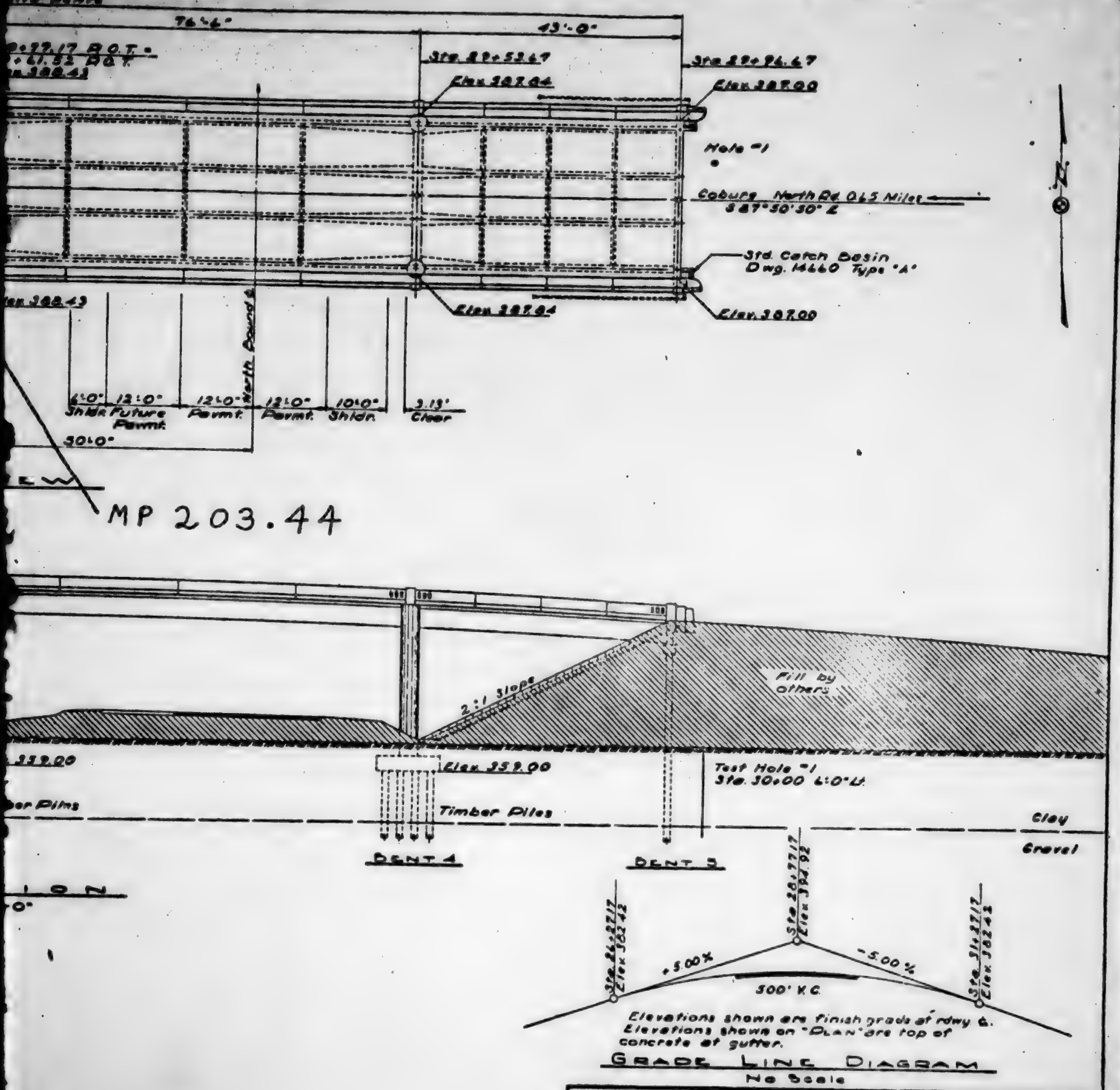
Coleman Road

Grading, paving, drainage	$ 70,000	
Raising of structure	75,000	
Subtotal		$145,000

Swango Road

Grading, paving, drainage	$ 70,000	
Raising of structure	75,000	
Subtotal		$145,000
Total		$290,000

*Estimates for raising structures by Bridge Section; paving modifications by Road Design Section.



Elevations shown are finish grade of rdwy. &.
Elevations shown on "PLAN" are top of concrete of gutter.

GRADE LINE DIAGRAM

No Scale

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

PACIFIC HIGHWAY UNDERCROSSING
COLEMAN ROAD
TWIN BUTTES - McKENZIE RIVER SECTION
LANE COUNTY

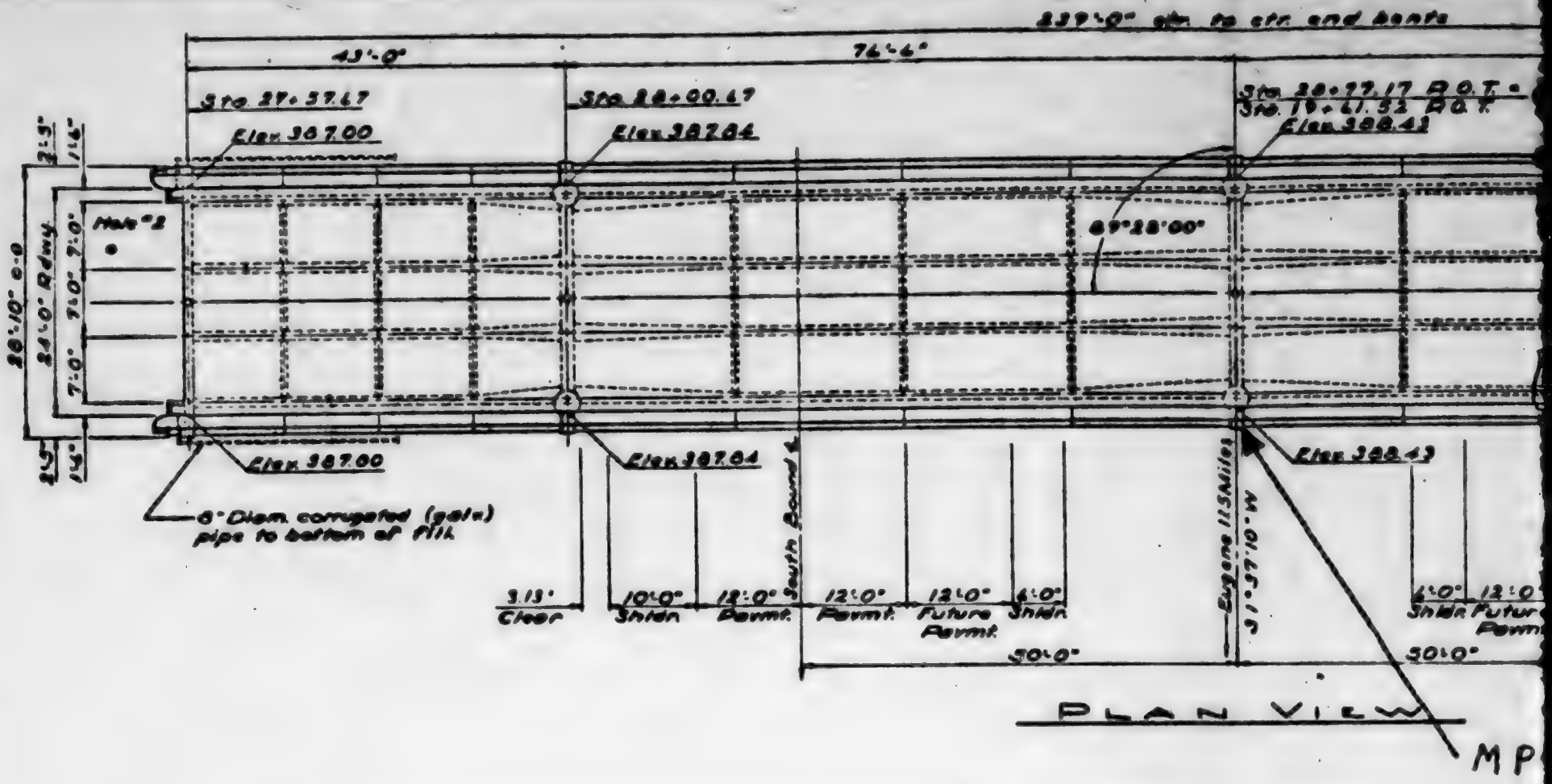
PLAN & ELEVATION

DESIGNED C.E.M. DETAILED C.E.M. CHECKED CALC. BOOK 432

DATE SEPT 13, 1957 SHEET NO 5 OF 5 SHEETS
ACCOMPANIED BY DWGS. 14474, 14493, 14660, S-267, & 14656

SHEET 1 OF 5
DRAWING NO. 14473

URE 1
LINE — McKENZIE R.



GENERAL NOTES:

Bridge designed for H20-S16-44 loading.

All longitudinal beam loads are assumed to be equally distributed among all beams

All concrete shall be class "A" and shall attain a breaking strength of 3300 p.s.i. in 28 days (f'c 1320 p.s.i.)

All reinforcing steel shall be intermediate grade deformed bars. Bars from no 3 to no. 11 inclusive shall conform to A.S.T.M. specification A305 and shall be lapped 20 diameters at all splices unless shown or noted otherwise. No 14 bars shall be lapped 33 diameters at all splices unless shown or noted otherwise. All bars shall be placed 2" clear of nearest face of concrete unless shown or noted otherwise. (fs = 20,000 p.s.i.)

Footing elevations are subject to change depending on foundation material encountered, and reinforcing steel for columns shall not be fabricated until final footing elevations have been determined in the field.

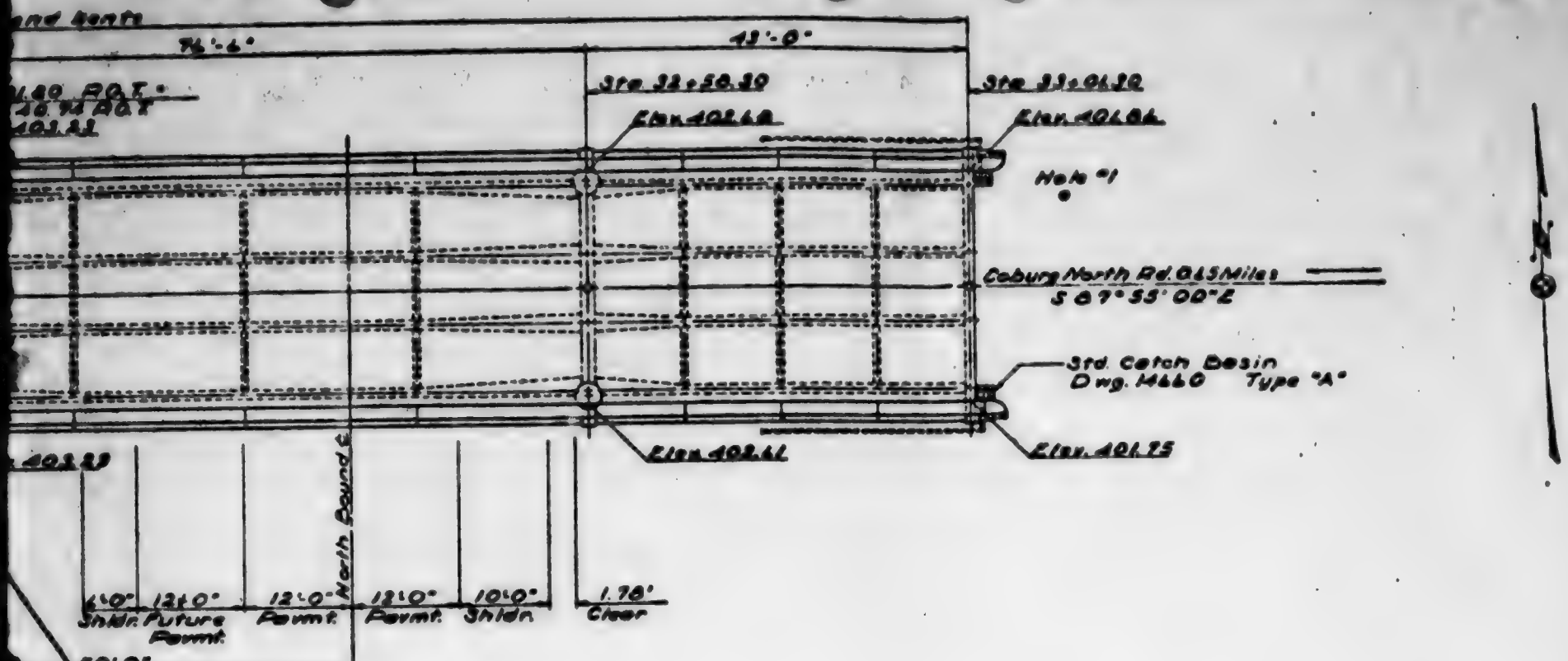
Footings are designed for allowable bearing values as follows:

Bent 1 & 3	24 Tons/sq. ft.	bearing	Concrete cast in place
Bent 2 & 4	22 Tons/sq. ft.	bearing	Treated timber piles
Bent 3	22 Tons/sq. ft.	bearing	Treated timber piles

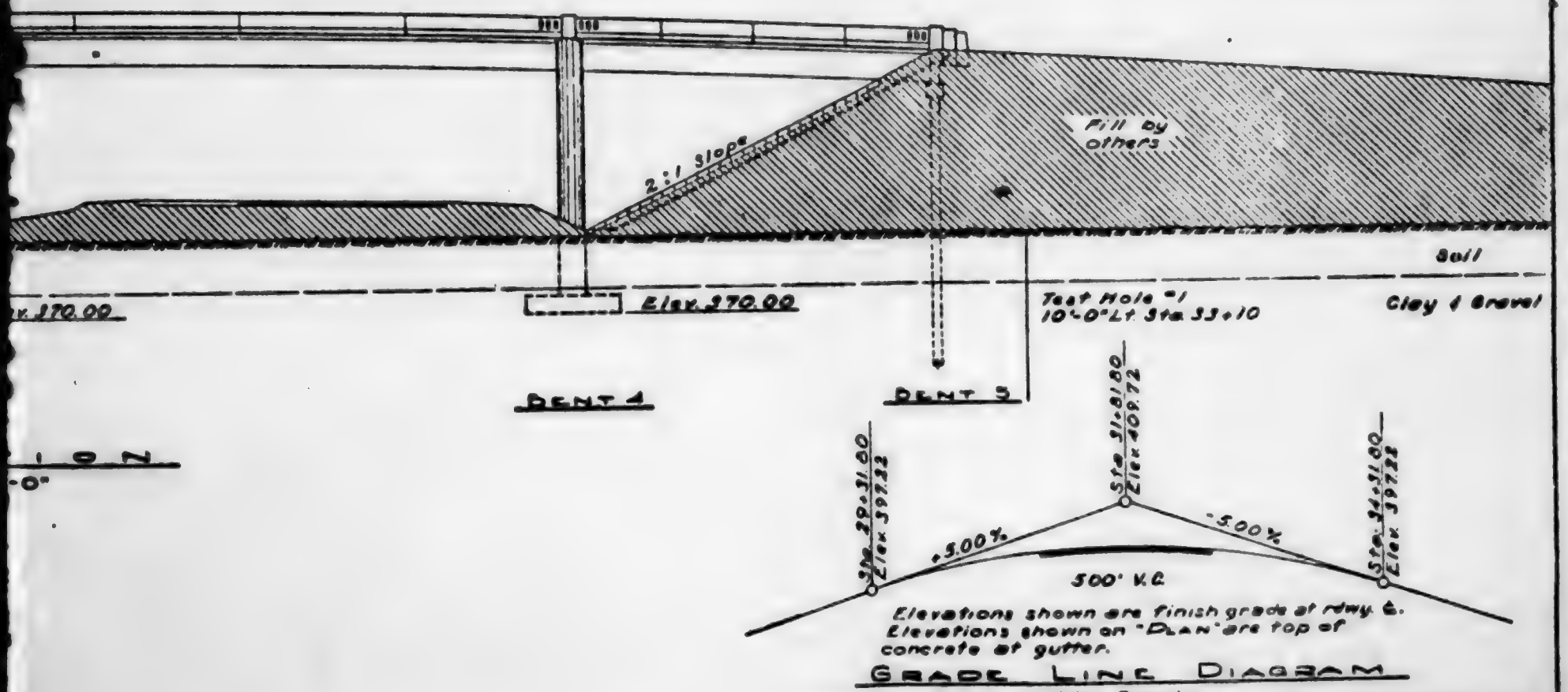
All material and workmanship shall conform to the specifications for bridges of the Oregon State Highway Commission.

FIGURE 1

LINN Co. LINE —



MP 201.28



Elevations shown are finish grade at rdwy. ℄.
Elevations shown on "PLAN" are top of concrete at gutter.

GRADE LINE DIAGRAM

No Scale

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

PACIFIC HIGHWAY UNDERCROSSING OF SWANGO ROAD
TWIN BUTTES - McKENZIE RIVER SECTION
LANE COUNTY

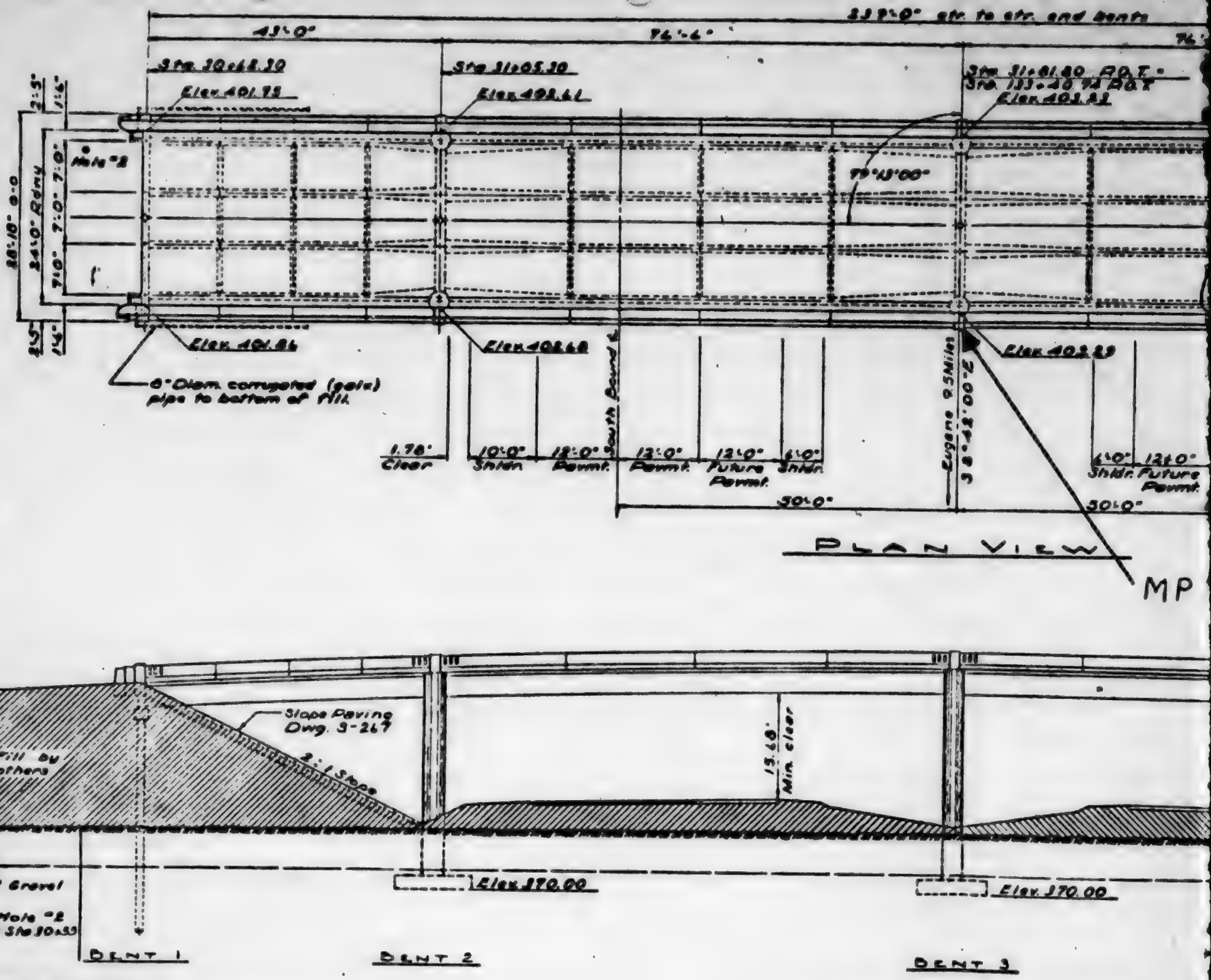
PLAN & ELEVATION

DESIGNED C.E.M. DRAWN C.E.M. CHECKED C.M.C. BOOK 432

DATE SEPT 13, 1957 SHEET NO. 2 OF 10 SHEETS
ACCOMPANIED BY DWGS. 14476, 14493, 14660, S-267, & 14656

SHEET 1 - 8 -
DRAWING NO. 14475

E 2
– McKENZIE R.



General Notes:

Bridge designed for H20-S16-44 loading.

All longitudinal beam loads are assumed to be equally distributed among all beams.

All concrete shall be class "A" and shall attain a breaking strength of 3300 p.s.i. in 28 days (f'_c 1320 p.s.i.)

All reinforcing steel shall be intermediate grade deformed bars. Bars from no 3 to no. 11 inclusive shall conform to A.S.T.M. specification A305 and shall be lapped 20 diameters at all splices unless shown or noted otherwise. No 14 bars shall be lapped 33 diameters at all splices unless shown or noted otherwise. All bars shall be placed 2" clear of nearest face of concrete unless shown or noted otherwise. (f_s = 20,000 p.s.i.)

Footing elevations are subject to change depending on foundation material encountered, and reinforcing steel for columns shall not be fabricated until final footing elevations have been determined in the field.

Footings are designed for allowable bearing values as follows:
Bent 1 & 3 24 Tons/pile bearing Concrete cast in place
Bent 2 & 4 3 Tons/sq. ft. bearing
Bent 3 3 Tons/sq. ft. Bearing

All materials and workmanship shall conform to the specifications for bridges of the Oregon State Highway Commission.

FIGURE 2

LINN CO. LINE — McKENZI

8116

Form FHWA 121 (Rev. 5

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-4(-)198
Linn County-McKenzie River
Egge Point

DATE: May 21, 1974

In reply refer to: 10-41-B

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Noted
E. S. HUNTER

By May 16 letter Mr. Versteeg again requested approval of Interstate funding for removal of a portion of Egge Point. The current plan provides for establishment of new benches in the rock face by removal of approximately 40,000 cubic yards of material. The plans also provide for disposal of the excavated material in a nearby State Park for use in bank protection.

Mr. Versteeg's submission has been carefully reviewed. Another field inspection was also made to inspect the subject area.

It is still our contention that the fallout area can be properly maintained without undue hazard to the traveling public. Sufficient distance exists or can be readily developed between the paved shoulder and the fallout berm to accommodate maintenance vehicles thereby alleviating any necessity to operate from the paved shoulder while excavating and loading material from the fallout area. Deceleration and acceleration areas for the hauling units can be controlled through normal coning, signing and flagging.

Based on our review and findings we are unable to approve FAI funding for the proposed work.

for G. L. Green

Original to Hensley
5-24-74

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MAY 23 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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STATE HWY DIV.
MAY 21 '74

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 16, 1974

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: Egge Point
Linn County Line-McKenzie
River Section
Pacific Highway
Lane County

Mr. Cusack in his Memorandum 10-41-B dated January 29, 1974, denied FAI funding for the excavation of material from Egge Point based on the following: "The fallout area can be properly maintained by your maintenance forces using their customary traffic handling precautions without creating an undue safety hazard."

We respectively submit that the fallout area cannot be properly maintained without exposing the traveling public and the maintenance forces to undue and unnecessary safety hazards.

The following comments are directed to justification for removal of a portion of Egge Point using interstate funds - which removal is in the interest of safety for the traveling public and maintenance personnel.

The fallout area design as constructed at the time of the Egge Frontage Road relocation anticipated cleanout by maintenance forces from within the limits of the fallout area and not from the freeway shoulder area as now required.

RECEIVED
MAY 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

HISTORY

The Egge Frontage Road was constructed on a bench in the original construction contract and then relocated to the opposite side of the freeway with a subsequent contract which included an overcrossing structure for the frontage road and a rock fallout area adjacent to the freeway.

This frontage road relocation was necessitated for safety of the traveling public on the frontage road and freeway from falling rocks.

In retrospect our design at the time of the frontage road relocation included safety for the traveling public only. No provision was made for the protection of the maintenance personnel during cleanout of the fallout area. This design deficiency should be corrected in the proposed overlay and safety project.

The attached typical section of the existing fallout area shows that the same rock fallout material which was considered unsafe for the traveling public on the frontage road ended up in the fallout area at lower elevation upon removal of the frontage road bench to form the fallout area.

The length of the existing fallout area is 1,000 feet. The existing face heights are approximately:

	H to Bench	H Above Bench	Total Height
Sta. 324-331	110'	80'-100'	190'-210'
Sta. 331-334			160'-110'

State Highway Division policy bulletin 19 recommends that high cuts are to have 30' benches at heights not to exceed 50' and further policy statements require the design to include equipment access roads to benches for removal of fallout.

The construction of a continuous new 25' bench at the 50' level and extending the present bench at the 100'± elevation should permit safe and more frequent removal of fallout material from the existing fallout area by using standard available equipment.

This "more frequent removal" is important to the safety of freeway traffic as any buildup of material in the fallout area provides a constant threat to material ending up on the freeway roadway.

Removal at present is by clam-equipped crane which availability is sometimes uncertain.

Removal of 40,000 cubic yards of rock excavation at a total cost of $132,000 including haul and engineering and contingencies is proposed.

The disposal of this material would be at the State of Oregon park immediately across the McKenzie River and would be used as river bank protection. Any placement costs will be born in full by the State.

Attached are pictures of Egge Point and reference is made to the attached data.

1-12-73 District Engineer, W. Anhorn, to Region Engineer, J. H. Versteeg, requesting work on Egge Point.

1-16-73 Assistant Regional Engineer, J. X. Wilson, to Design Engineer, F. L. Hall, requesting work on Egge Point.

1-19-73 F. L. Hall to Region Engineer, J. H. Versteeg, requesting design for Egge Point.

1-22-74 Mr. Versteeg to FHWA requesting approval to excavate material from Egge Point.

1-29-74 Mr. Cusack to Mr. Klaboe denying the request.

2-5-74 Mr. Versteeg to Mr. Shirley requesting additional data for a second request for approval to the FHWA.

3-11-74 Mr. J. X. Wilson to Mr. Versteeg with reaffirmation of the need of the Point removal work.

Very truly yours,

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

JHV:jh

bc: E. S. Hunter

FORM H-80

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 20, 1974

TO MEMO TO THE FILES

FROM L. K. Watson, Design Team Supervisor

1 Versteeg J
A. Olson
2 Terpin T
Scott
ok copy Swenson
R. Olson
Trout T

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MAY 28 1974
ROAD DESIGN SECTION

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Requires Approval ☐
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SUBJECT Muddy Creek Borrow
Linn County Line-McKenzie River Section
Pacific Highway
Lane County

This source was proposed on the original construction of this project. This site was very wet, and the contractor abandoned the area because of the extreme wet conditions, per Doug Greene.

There will be approximately 107,000 cubic yards of embankment required for the project. It is proposed to use the area on both sides of Muddy Creek and the excavation depths will be about 5 feet±. The type of material obtained at this depth will be predominately clays. Drill logs show water was reached from a 3 foot to 10 foot depth indicating a very high water table. The area will have to be de-silted before the water can be returned to Muddy Creek. The total area proposed to use, uses up most of the available space and no area left for settling ponds. Therefore, some other type of filtering system will be required for filtering the water.

Access to the area will be by temporary speed change lanes. Temporary drainage structures will be required in Muddy Creek as it severs the excavation areas. There is also an irrigation ditch to be crossed that will require a temporary drainage structure.

This borrow pit will not be suitable for development as fish ponds due to the shallow depth of excavation and no access. It would be suitable as a nesting only area for birds.

It is recommended that this source should be a prospective source due to the clay type materials and the extremely wet conditions of the area.

Reference letters:

6-23-72 - Mr. Wilson to Mr. Keasey requesting review of potential borrow from Mr. Swango with sketch map and vertical auger drill log.

7-20-72 - Mr. Versteeg to Mr. Hall and copy of letter from Mr. Chaney of possible recreational development of Muddy Creek area.

3-27-73 - Mr. Terpin to Mr. Versteeg for a study to be made for quantities and suitability of materials obtainable from the Muddy Creek source.

4-12-73 - Mr. Halter to Mr. Greene results of Muddy Creek Borrow site exploration with drill logs and sketch map. Note from Mr. Wilson to Mr. Hall recommending Swango property.

2-19-74 - Mr. Greene to Mr. Wilson transmitting Muddy Creek development plans permit application to Lane County, computations etc.

4-5-74 - Mr. Terpin to Mr. Wilson requesting recommendation as to the use of Muddy Creek as a mandatory source or prospective source.

4-16-74 - Mr. Wilson to Mr. Terpin. Region recommendation to be prospective source for Muddy Creek.

4-18-74 - Plans in hand review held.

LKW:we

8116 Linn Co. Line-McKenzie Riv. 1975
Sec., Pac. Hwy.
(6.11 mi. grade,pave & sign) #1

8116

FORM 8-99 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
May 14, 1974

To: J.H. Versteeg
Road Design Engineer
Salem

SUBJECT: Perforated Drain Pipe
Linn County Line-
Mckenzie River Section
Pacific Highway
Lane County

Attention: Frank E. Terpin
Final Design Engineer

Reference to letter dated April 17, 1974 in which you requested time interval readings to determine the effectiveness of the test section of perforated pipe. Please be advised that I will take the requested readings when we have the next rain, but would like to state my observations regarding the effectiveness of the perforated pipe during the taking of the previous readings.

The perforated pipe was installed along a section of the P.C.C. pavement, that during storms water was observed squirting up through cracks in the pavement when trucks passed over the area. The water was never observed squirting out the cracks after the installation of the perforated pipe, even during a hard rain storm such as that which occurred Feb. 24th thru 26th in which 1.36 inches of rain fell at the Eugene Airport. I am going to refer to the measurements which were taken the 26th to determine the depth of the water in the holes, the following depths of water were recorded, these figures indicate the distance from the top of the pavement to the surface of the standing water.

	Hole Center Line Right Lane	Hole Center Line Left Lane
Test Section #1 M.P. 201.9 North Bound Lanes No Perf Pipe	1"	2"
Test Section #2 M.P. 202.5 South Bound Lanes No Perf Pipe	1"	3½"
Test Section #3 M.P. 201.95 South Bound Lanes Perf Pipe Installed	6½"	8"
Test Section #4 M.P. 201.45 South Bound Lanes No Perf Pipe	1"	2"

1 Versteeg
A. Olson
2 Terpin
Scott
Swenson
R. Olson
Trout 4

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In test sections 1, 2 & 4 minor cracking or distress is evident whereas in test section 3 the P.C.C. pavement is showing extreme distress with a portion of it already patched by maintenance forces and additional patching will be required this spring. Water certainly could penetrate test section number 3 much better than the other sections but do to the installation of the perforated drain pipe the water was at a much lower level.

The water running from the longitudional drain was measured at 2 gallons every 32 seconds or at a rate of 225 gallons per hour, which explains why, even though much more water could penetrate the P.C.C. pavement the water level was considerably lower in test section 3 than the other three test sections.

From my observations the perforated drain pipe does remove the water which becomes trapped under the P.C.C. pavement and I recommend that perforated drain pipe be installed along the North and South Bound lanes from the northerly end of the project thru the Coburg Interchange.

D.W. Greene
Resident Engineer

cc: J.X. Wilson

FORM E-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
May 10, 1974

To:
Mr. J. H. Versteeg
Road Design Engineer
S A L E M

SUBJECT: Longitudinal Drainage
Linn County Line-McKenzie River Section
Pacific Highway
Lane County

This office participated in a trial installation of longitudinal perforated pipe last fall on the subject section of highway in order to determine if longitudinal drainage was justified in the upcoming project. Our attempt to monitor this pipe was not as successful as it might have been, however there is no doubt in the writer's mind that the trial installation indicates the need for longitudinal drainage.

Writer has observed water running from the pipe at a rate of better than one gallon per minute and at times the rate has been better than two gallons per minute. This indicates to me that the water is there and our own maintenance experience has shown that this shoulder is practically impervious and that water would not drain through it. In addition we no longer get the splash up through the cracks in the slab when traffic passes over the trial section. The observance of this splash, sometimes a foot and a half in the air when a heavy truck passed over the area, was one of the reasons this particular section was picked for the trial installation of pipe.

It would be the writer's continued recommendation that some form of longitudinal drainage be installed along both the northbound and southbound lanes from the Linn County Line to the Coburg Interchange.

William Anhorn
District Engineer

WA:em

cc: Region Office

IS

REFERRED TO

Cole		Hurd	
Eriksen		Semple	
Heger		Wasson	
Return	☐	Forward	☐
Discuss	☐	File	☐

BY FINAL DESIGN ENGINEER

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
May 8, 1974

SUBJECT: Limits for Undersealing and Subgrade Drains
Linn Co. Line-Mckenzie River Sect.
Pacific Highway
Lane County

To:
J.H.Versteeg
Road Design Engineer
Salem, Oregon

Attention: Lyle K. Watson
Design Team Supervisor

Refer to letter dated May 2, 1974 from J.X.Wilson, Regional Construction Engineer, wherein he requested that limits for undersealing and subgrade drains be furnished your office.

The pumping of asphalt for the underseal was observed and discussed with Vern Shull, Resident Engineer, on the Rice Hill-N. Oakland Jct. Section of the Pacific Highway. He advised that they had tried various distance between holes and had found that a spacing of six to eight feet gave them the best controll of the pumping of the asphalt for the underseal. In my calculations I have used a figure of one hole per four lineal feet along centerline to determine the number of holes required. (see attachments for limits of undersealing and diagram of the hole spacing)

Mr. Shull advised that they were averaging about twenty five gallons of asphalt per hole using the above mentioned spacing of the holes. The situation on that project is considerable different than this project in that they are pumping under concrete pavement that was placed 20 to 30 years ago and is the individual slabs whereas this project is continuous reinforced concrete with sawed joints, therefore I do not believe the above figured shou'd be used to estimate asphalt quantities for this project. I have used 1.7 gal per square yard of area to be undersealed or about 9 gallons per hole in my computations for the quantity of asphalt required, this method is certainly open to discussion.

Your Memo to the Files on the plans in hand review indicated the subgrade drains were to end at the Muddy Creek structures, my recommendation is that this be extended approximately 500 feet southerly of these structures as the pavement has been patched about 200 feet southerly of Muddy Creek on the NorthBound lanes and is showing considerable deterioration on the Southbound lanes. The above recommendation is made with the understanding that the F.H.A. has turned down subgrade drains to the Coburg Interchange, if this is not true then the drains should extend thru the Coburg Interchange, especially the Southbound drains.

D.W.Greene
Resident Engineer

cc: Alfred Shirley, Jr.

Edge P.C.C.

North or 4th 13mi.

Rt. Lane

Hole Spacing in Rt. lane (where needed)
Very few areas showing distress in this lane

Hole Spacing Rt. lane in areas showing distress.

Edge P.C.

Hole Spacing for Undersoal
Linn Co. Line - Mckenzie River East.
Pacific Hwy Lane Co.

Scale 1" = 4'

Form 248x (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Undercoating PCC
Lum's Lane - McKenzie River (sc)
Pacific Hwy Lane County

Southbound

Sta	to	Sta									
17	to	26	both Rt & Lt. lanes				1800				
26		70	Rt. lane only				4400				
74		80					600				
84		111					2700				
115		150					3500				
155		161					400				
164		166					200				
170		174					400				
175		199					2400				
216		250					600				
							17400		5100	holes	
							4				

Asphalt

$\frac{5,100 \times 12 \times 1.7}{9}$ = 11,560 gallons

Form 2496 (Rev. 12-70)

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Undercoating R.C.C.
Lane Co. line - Alsea River Jct
Pacific Hwy Lane County

Northbound

Sta to Sta.						Distance					
18	to	23	one lane only			1500					
36	to	42				600					
47	to	51				400					
56	to	60				400					
64	to	69				500					
73	to	76				300					
82	to	87				500					
102	to	112				1000					
121	to	127				600					
131	to	136				500					
146	to	150				400					
150	to	154				400					
157	to	159				200					
164	to	175				1100					
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8116

copy sent
L. W. Rubian

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 13, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Interstate Highway 5
Linn County Line - McKenzie River Section
Lane County, Oregon

This negative declaration covering the subject FAI project is being submitted for your concurrence.

LOCATION AND DESCRIPTION OF PROJECT

The proposed project affects a 6.1 mile-section of Interstate 5 between the Linn-Lane County line and the McKenzie River. This highway section is situated at the southern end of the Willamette Valley. The area adjacent to the facility is characterized by flat to rolling topography, with predominantly alluvial soils. The valley floor is interrupted by occasional igneous buttes which rise to a height of 500 feet above it. This portion of the valley is flanked by the Coburg Hills on the east. The Coburg Hills are essentially foothills of the Cascade Range and are comprised primarily of sedimentary and igneous formations of the Oligocene age.

The project provides for an asphalt-concrete overlay and the addition of a lateral drainage system parallel and adjacent to the existing pavement.

The project also provides for improvements generally included in a federal safety improvement project. These spot safety improvements include flattening of embankment and rock shoulder slopes, installation of new guardrail (concrete shoulder barriers) to meet present safety standards, and replacement of existing sign

supports with breakaway supports. Reseeding and replanting of the right-of-way damaged by construction will conclude the project. No additional right-of-way will be required.

PURPOSE OF PROJECT

The purpose of the project is to improve the present roadbed so that it will successfully complete the intended design period and to improve existing safety features to meet current standards.

The existing pavement is failing in the southbound lanes and is showing initial signs of failure in the northbound lanes. Failure is attributed to poor sub-base drainage in conjunction with increased traffic loads which exceed design capabilities. To provide adequate service through the original design-life of the highway, the drainage problem will be corrected and an overlay will be placed. The overlay will strengthen the roadway surface and restore its rideability.

Specifically, the project will include undersealing the PCC pavement with asphalt, sealing the existing pavement cracks, overlaying the travel lanes with 5 inches of bituminous concrete, and sealing the new pavement with a one-inch open-graded, plant-mix seal. To correct the drainage problem, lateral drains (perforated drain pipe), parallel and adjacent to the existing pavement, will be installed. These drains will reduce the amount of water trapped in the sand and crushed material under the slabs and shoulders.

The safety improvement project is to provide the motorist with the most modern highway safety features. This project was developed after studies showed that many safety features along the roadway can actually be hazards to motorists traveling at high speeds. As mentioned before, guardrail, sign supports, and embankment and rock shoulder slopes will be improved. Upgrading of guardrail design will reduce injuries and damages received during impacts with approach ends and will permit safer recovery from skewed impacts. Breakaway sign supports will diminish damages to automobiles and virtually eliminate impact-caused injuries. Finally, flattening embankment slopes, along with the extension of box culverts and large pipes, will give the motorist a larger and safer recovery area along the periphery of the travel lanes.

Existing right-of-way affected by construction will be reseeded and replanted, which will reduce erosion of the embankment slopes adjacent to it.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The Oregon State Highway Division has designated the Muddy Creek Borrow area immediately adjacent to I-5 as the borrow source for this project. This borrow source was originally used for embankment material when this section of I-5 was constructed in 1959, and the site is already state-owned. The Lane County Planning Commission has granted a permit to excavate on the site, and the Muddy Creek Irrigation District

Board of Directors has okayed its use. The project will require approximately 130,000 cubic yards of borrow, and the pit will be excavated approximately 11 feet below its natural ground.

During excavation, standing water will be pumped out of the borrow pit. Prior to being released into Muddy Creek, the water will be lowered to an acceptable turbidity level by use of a sediment water filter or settling ponds. This procedure will tend to augment the flow of fresh water in Muddy Creek.

Excavation will destroy existing aquatic life in the pond from which the borrow is to be excavated. This is considered a minimal impact because the pond is essentially a seasonal feature, and higher forms of aquatic life trapped in the pond would normally be temporarily eliminated during low-flow periods.

The existing borrow pit is a nesting area for waterfowl (mallards and pintails), and when the proposed excavation is complete, the slopes will be seeded with grass to provide suitable habitat.

Also, the excavated area will be screened from the highway by the planting of deciduous trees. This proposed rehabilitation plan has been discussed with the Oregon State Game Commission and has their concurrence. A buffer zone of 50 feet will be provided between Muddy Creek and the borrow pit. As the elevation of the pit will be lower than the creek elevation, the buffer zone is considered adequate as it is. Tentatively, a temporary haul road is to be placed north of the pit, with direct access to the freeway. Upon completion of the project, the haul road would be removed and the area restored to its natural state. Standard safety and erosion controls would be provided while the road is in use.

Plans do not presently identify the material source for crushed aggregate and A.C. rock. It is anticipated that these materials will be obtained from one of several commercial sources in the immediate area.

If aggregate is not obtained from commercial sources, and if the contractor elects not to use the Muddy Creek Borrow, then the contractor is subject to the following contract specification:

> Prior to starting any work in a contractor furnished source, the contractor shall furnish to the engineer a site reclamation plan for the source along with, if applicable, documentation that the plan submitted conforms to all the requirements of the Department of Geology and Mineral Industries, the Division of State Lands, and/or any local agency charged with the administration of applicable land use ordinances, laws, rules, or regulations. The State will not accept any material from a contractor furnished source until the above plan and documentation has been submitted to the engineer.

(Supplement to

Section 106.05 of Standard Specifications for Highway Construction, "General Requirements Concerning Sources of Borrow and Aggregate."

The only structures that will be affected by the proposal are the bridges over Muddy Creek. At this time, three alternatives are being examined as to how the structures need to be modified. The alternatives include (1) tapering overlay to match existing structures, which would require no modification of structures (do-nothing alternative); (2) adding a four-inch lift of asphalt concrete across the structure (overlay alternative); (3) raising the structures to match the level of the new pavement. Alternatives (1) and (2) will have no effect on Muddy Creek and its surrounding environment. Alternative (3) will likely cause some loose gravel to fall into the channel. The effects of turbidity, however, will be temporary, and no significant damage will occur.

Placing embankment materials will destroy some of the existing vegetation along the roadway. As the vegetation is not of any significant botanical, economic, or scenic value, impact is considered minimal.

During stage construction of the overlay, the traveling public will be subject to minor inconveniences, as one lane will usually be closed. Adequate signing and flagging will be provided for temporary direction and protection of traffic.

BASIS FOR NEGATIVE DECLARATION

This overlay and safety improvement project will give the traveling public smoother and safer facilities and will have only minimal adverse effects on the environment. Therefore, by mutual understanding, the State Highway Division and the State Department of Environmental Quality have agreed to exempt the project from Office of Management and Budget Circular A-95 review.

It is also the conclusion of the State Highway Division that the project outlined would not constitute a major action, as defined in Policy and Procedure Memorandum 90-1, Appendix F, nor does it have the potential to significantly adversely affect the quality of the social or natural environment.

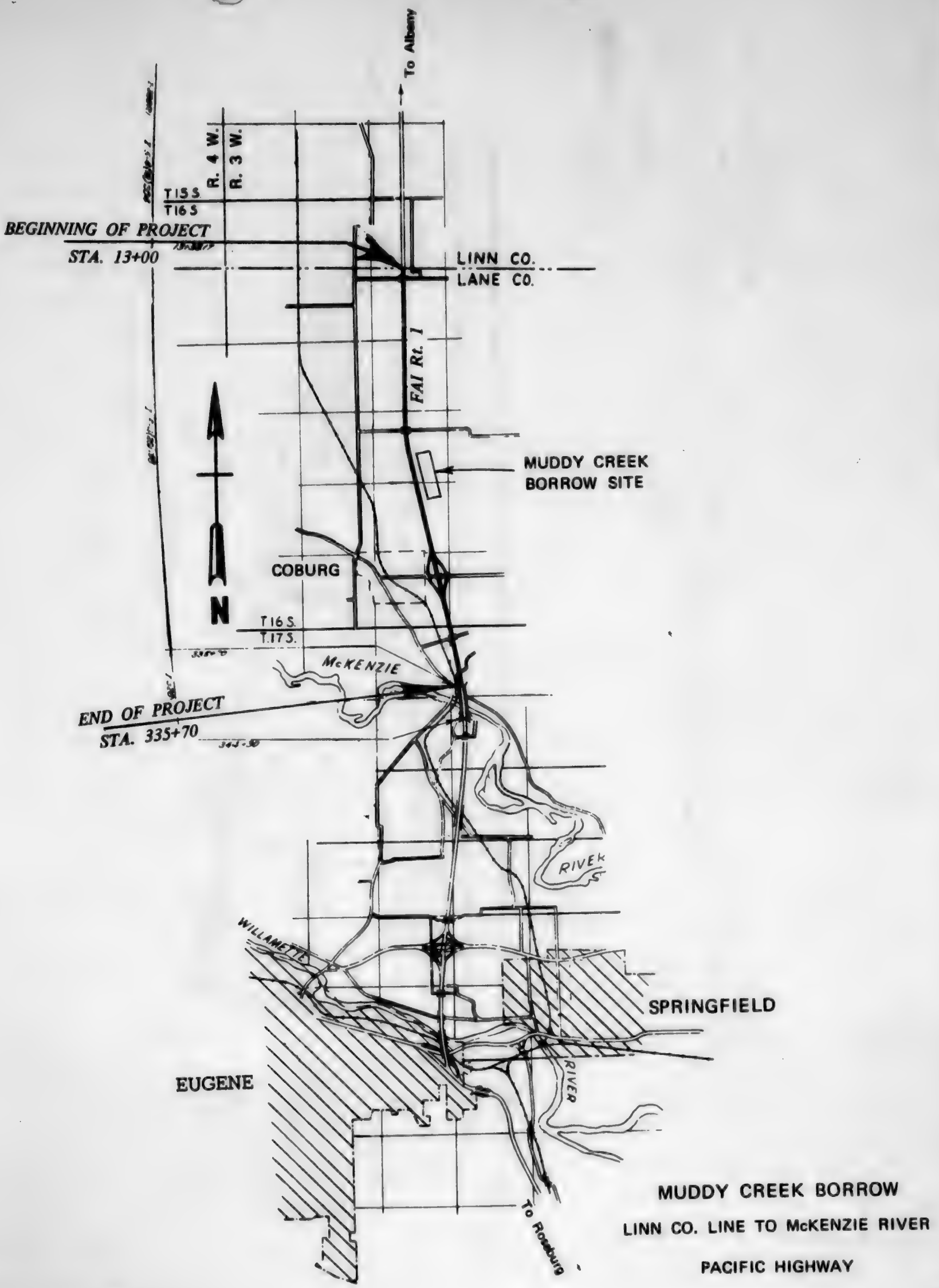
Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur _____ Date 6-19-74
for Division Engineer

DJ:pr lk
Attachments

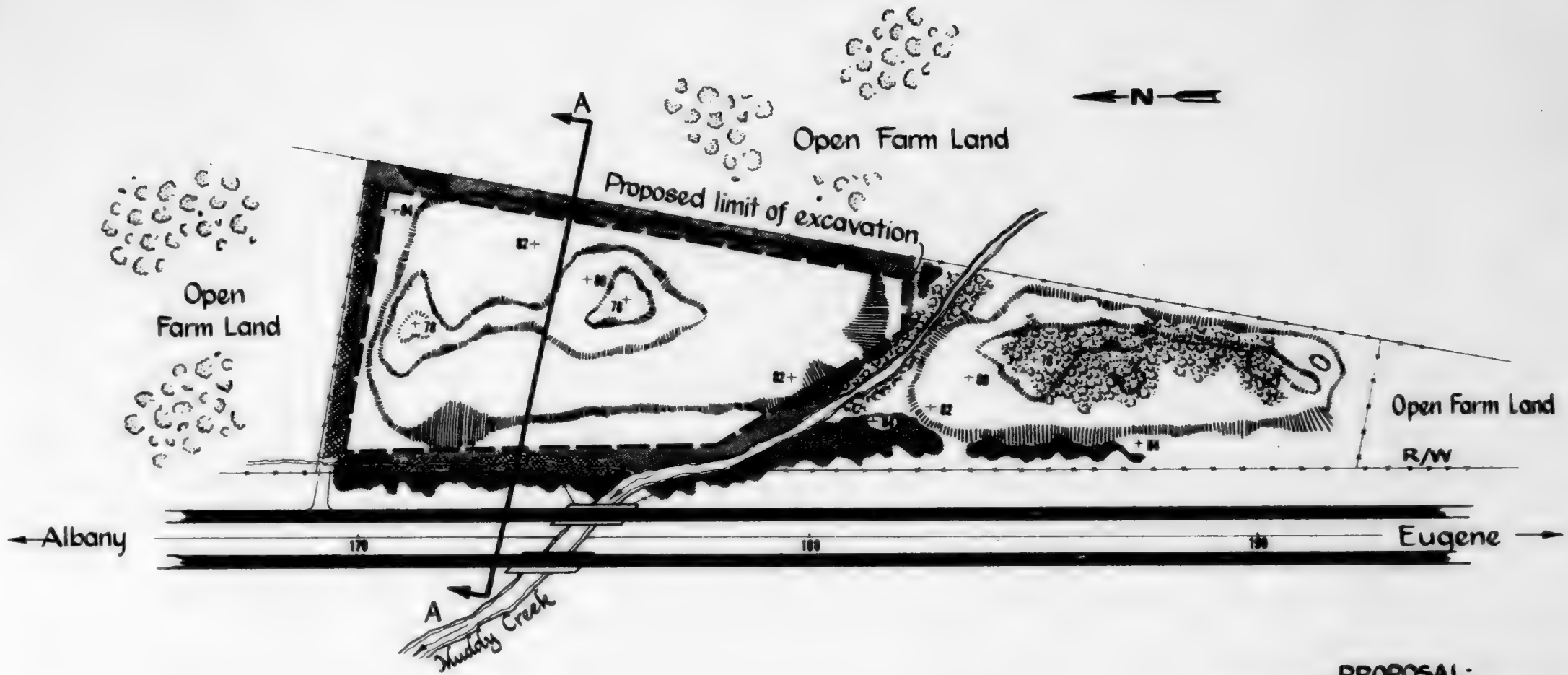
cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. W. Rulien
A. Shirley

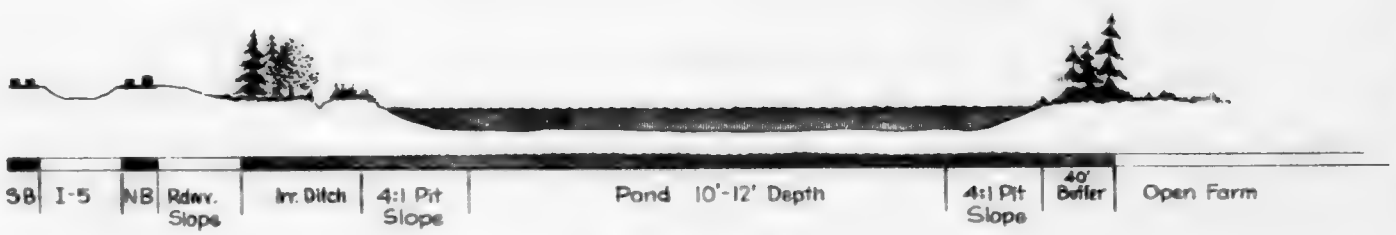


MUDDY CREEK BORROW

LINN CO. LINE TO McKENZIE RIVER

PACIFIC HIGHWAY





Section A-A

PROPOSAL;

MUDDY CREEK BORROW

~ Legend ~

- Proso Millet, Barley, Smart Weed.
- Dwarf Purple Willow, Alder, Bigleaf Maple.
- Field Corn (After haul road is no longer active.)

E116

I-5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE May 6, 1974

TO Mr. Frank Terpin
Final Design Engineer

FROM John C. Jenkins
Engineer of Materials

SUBJECT Shoulder Drainage
Linn County Line-McKenzie River

At your request we have checked the structural strength of plastic pipe in a shoulder drainage installation. Literature received from Advanced Drainage Systems, Inc. describes a test devised by the Soil Conservation Service for drain pipe. This test was performed by a private laboratory for ADS on their corrugated polyethylene pipe and the results are quoted. This is a loading test wherein the pipe specimen is im-bedded in sand and the test load is applied through a plate on the surface of the sand. For the 4-inch pipe the ultimate load was 39 psi at the surface. Using Boussinesque theory this becomes 16 psi at the level of the top of the pipe 6 inches below.

A similar computation was made for the shoulder installation assuming that the shoulder material is homogeneous soil. An 8000 lb. wheel load was placed on the surface of the shoulder over the pipe. Boussinesque theory indicates that this load creates a pressure of 10 psi at the level of the top of the pipe. The trench excavation, concrete cap over the trench, and the 5 inches of asphalt concrete overlay on the shoulders would complicate the analysis considerably, but the net effect would be to further reduce the pressures at the pipe level.

We therefore believe that the plastic pipe installation is safe, as far as strength failure is concerned.

JCJ:gs

1 Vorsteng ✓
2 T
3 ✓
Trout VT

RECEIVED MAY - 8 1974

ROAD DESIGN SECTION

Requires Reply ☐
☐
☐
☐
Other

8116

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 2, 1974

Mr. Jim E. Lauman, Biologist
Environmental Management Section
Wildlife Commission
P. O. Box 3503
Portland, Oregon 97208

Re: Linn County Line-Mckenzie River Section
Pacific Highway
Lane County

Dear Mr. Lauman:

A decision has been made to offer the Muddy Creek Borrow Source as a prospective source rather than a mandatory source. Therefore, the decision to acquire borrow material from the area will be the responsibility of the contractor.

The project is currently scheduled for the June 20, 1974 bid opening and it is proposed that Mr. D. W. Greene of 1849-1/2 Garden Avenue, Eugene, Oregon 97403, phone 686-7610 will be the Resident Engineer in charge of construction.

If the contractor should elect to use the Muddy Creek Borrow Source, he will be happy to work with your staff to provide for wildlife environmental enhancement.

We thank you for your cooperation and comments.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By F. E. T.

F. E. Terpin
Final Design Engineer

FET:we

bc: C. T. Keasey
A. E. Shirley
D. W. Greene
L. K. Watson

8116

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

May 2, 1974

FILE:

FROM: J. X. WILSON
Regional Construction Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Linn Co. Line-KcKenzie
River Section
Pacific Highway (I-5)
Lane County

At the recent plans-in-hand inspection on the subject project, Lyle Watson requested further Region recommendations on three particular items.

Our recommendations are as follows:

1. Salvaging and reinstalling guardrail. For obvious reasons, we would intend to reuse guardrail as much as possible. Rather than repaint with white, we suggest stripping the existing paint and where galvanizing is damaged, touch-up be accomplished with two coats of zinc-rich paint.

2. Acceleration and deceleration lanes for median turn-arounds. We believe that on the basis of existing traffic volumes, we can get by easily with one lane in each direction. This would permit the use of the inside lanes for acceleration and deceleration. Whatever needed in the way of extra signing and traffic control would be provided by the contractor. I feel confident this proposal would result in a substantial savings in money without presenting any more of an inconvenience to the traveling public than other construction activities requiring a lane closure.

3. Egge Bluff - Further treatment of this area on Interstate money has been rejected by the FHWA. I don't know what our position on the use of primary funds might be, but Tom Lowe indicated they could be used for this work. We would like to see benching done on Egge Bluff under this contract if priorities indicate it is reasonable to do so.

Doug Greene and Bill Anhorn will be sending me recommendations on the limits for undersealing and subgrade drains very shortly and I will forward this info as soon as it is available.

JXW/cw

REFERRED TO
cc Wm. Anhorn
D. W. Greene

Cole ☐ Read ☐
Eriksen ☐ Sample ☐
Hager ☐ Watson ☐
Return ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
A. Olson
2 Terpe T
Scott
3 Swanson
R. Olson
Trout T

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Salem, Oregon

May 2, 1974

A. E. Shirley, Region III Engineer

Frank E. Terpin, Final Design Engineer

Linn County Line-McKenzie River Section
Pacific Highway
Lane County

Enclosed are copies of correspondence with the Wildlife Commission relative to the development of the Muddy Creek borrow source.

Should the contractor elect to use the Muddy Creek source will you instruct your Resident Engineer to contact and work closely with the Wildlife people in restoring the environment.

This request is made in the interest of preserving the currently good relationship enjoyed with the Wildlife people.

FET:we
Enclosure
cc: C. T. Keasey
D. W. Greene
L. K. Watson

1 Versteeg
A. Olson
Terpin
Scott
2 Swenson
R. Olson
Trout

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MAY - 3 1974
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Other

8116

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

cc: ~~E. S. Hunter~~
L. W. Rulien
W. J. Hart
Robert E. Royer
George Wills
C. G. Swenson
F. E. Terpin
A. E. Shirley (2)

cc's made 4-30-74

April 29, 1974

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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APR 30 1974
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NOTED
E. S. HUNTER

Dear Hal:

Linn County Line - McKenzie River Section
Pacific Highway
Lane County

The Oregon Wildlife Commission staff has completed review of your preliminary plans for the above mentioned project. We anticipate no serious conflicts to fish and wildlife providing certain precautionary measures are included in the operations.

The Muddy Creek borrow site lacks access necessary for a fishing impoundment and therefore should be designed to provide enhancement features for wildlife. We would welcome the opportunity to assist in this effort.

Operations within natural drainage channels should be conducted during periods that allow for no operation of equipment in active flowing streams.

Our greatest concern with this project is erosion of raw soil embankments. We encourage the Highway Division to fertilize, seed, and mulch or otherwise protect these areas to prevent unnecessary soil erosion.

If we may be of any further assistance, please call.

Sincerely,

Jim Lauman

Jim E. Lauman, Biologist
Environmental Management Section

JEL:lo
cc Fish Commission of Oregon
Chris Christianson

RECEIVED
MAY 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8116

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 26, 1974

TO Frank E. Terpin, Final Design Engineer

FROM W. W. Reed, Standards Supervisor

SUBJECT Linn County Line-McKenzie River Section
Pacific Highway
Lane County

In reviewing the available test material on the structural adequacy of the 4-inch polyethylene perforated drain pipe to be used on the subject project, it appears the drain pipe will be satisfactory under the installation procedures proposed.

While three-edge bearing tests show its crushing strength to be only about a fourth (256 #/lin.ft.) of clay tile (1,000 #/lin.ft.) it sustained an average 7,400 #/lin.ft. load in the wet sand box test. The latter test is more appropriate to the intended manner of installation and consistent with ring compression applications for flexible conduit.

Results from the creep tests showed the polyethylene material maintained a reasonably uniform reduced rate of deflection under a constant load after its initial loading. This appears to indicate there would not be a critical loss of strength before reaching environmental equilibrium.

One recommendation is offered in using this type of drain pipe. If the special backfill is to be jetted, it appears desirable to wrap the pipe with a fabric mesh to prevent infiltration of fines. Also it would seem the slots would be preferable to round perforations for the same reason. It is noted that perforations range from one-half to three-quarter inches in diameter.

WWR:jh

REFERRED TO

Cole		Reed	
Eriksen		Sample	
Heger		Watson	
Return	☐	Forward	☐
Discuss	☐	File	☐

BY FINAL DESIGN ENGINEER

3116

FORM S-80

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 23, 1974

TO MEMO TO THE FILES

FROM Lyle K. Watson, Design Team Supervisor

SUBJECT Linn County Line-McKenzie River
Pacific Highway
Lane County

1 Versteeg
2 A. Olson
3 Terpin
Scott
Swenson
R. Olson
Trout

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APR 23 1974
ROAD DESIGN SECTION

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A plans in hand review on the above-named project was held in Eugene on Thursday, April 18, 1974. The following named people were present:

C. G. Swenson, Specifications Engineer
D. W. Greene, Resident Engineer
Tom Lowe, FHWA
Paul Galloway, Specifications Writer
Jack Sills, Junior Designer
J. X. Wilson, Regional Construction Engineer
John Walker, Quality Control & Training Engineer
Elliott Parker, Region Geologist
Lyle Watson, Design Team Supervisor

It was recommended by J. X. Wilson that the Muddy Creek borrow source be made an optional source. Direct access from the borrow area to the highway be by temporary truck speed change lanes, as shown on Sheet 2E of the plans. Areas on the north and south sides of Muddy Creek to be shown as borrow. The contractor will be required to install a temporary drainage structure in Muddy Creek for his access to each side of the borrow area. Both areas to be shallow in depth with 6:1 side slopes and reseeded. This is to provide nesting areas for various birds using the area.

There are no state owned material sources for this project. Aggregates will have to be from commercial sources.

The contractor will be allowed to reinstall guide posts and guard rail if in good condition. The region to inform the Design Section if they wish the paint to be removed from existing rail and reinstalled as galvanized rail.

It is recommended by J. X. Wilson and John Walker that the use of the acceleration and deceleration lanes for the median be eliminated. Earthwork quantities are minimal and the use of one lane closure for this work could be utilized. The lane closure would be limited to a work area of one-half mile in length with signing to be advanced as

the work progresses. The contractor to be allowed to turn his equipment around in the median and exit in the opposite direction of entrance. Temporary interchanges to be allowed at county road crossings for the contractor's use.

The work at Egge Bluff could be done with funds other than interstate.

The Region is to review and report on the areas of concrete pavement that will require jacking and leveling of the concrete slabs. Any broken concrete requiring removal to be replaced with asphalt concrete. An allowance of approximately 2,000 tons of asphalt concrete to be allowed for patching and leveling.

It was recommended that the underdrains at the outside edges of the concrete pavement be installed from Stations 13+00 to the Muddy Creek structures, Station 174+00±. A 3" or 4" perforated drain pipe would be adequate for these drains. This pipe could be a corrugated polyethylene. A reduction in costs could be made with the use of this type of material. The flow line of the drain pipe should be placed at the bottom of the existing aggregate base. The drain pipe should be continuous throughout its length with outlets through the shoulders by T-connections to the pipe, and not connected to any existing culverts. A 6-inch P.C. concrete slab should be used rather than asphaltic concrete. The trench to be flooded prior to placing of the concrete slab.

After the asphaltic concrete overlay, Coleman Road and Swango Road under-crossing will be reduced to 14'-9" vertical clearance. Approval for raising the structures will have to be approved by FHWA. Region recommends raising the structures rather than reducing the overlay or removing pave-ment and excavating to obtain 17 foot clearance. No additional right-of-way would be required and it would cost approximately $130,000 per structure.

The three inch lift to be paved 24 foot wide at the end of each days run. No lane closure to be allowed over weekends and holidays, and no vertical paving edges to be less than 24 feet wide during this same period. Further discussion will be held with Construction as to required paving widths.

LKW:we
cc: All Participants

5116

FORM 2-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 23, 1974

TO F. E. Terpin, Final Design Engineer

FROM Lyle K. Watson
Lyle K. Watson, Design Team Supervisor

SUBJECT Linn County Line-McKenzie River
Pacific Highway
Lane County

Reference letter of March 27, 1974, from J. X. Wilson to J. H. Versteeg relative to overlay at structure ends on the above named section.

No testing of the existing soils or P.C.C. pavement has been made at the north end of the McKenzie River Structures. The geology section has made no recommendations for feathering of the overlay at the structure end.

The P.C.C. pavement in the southbound lanes has been replaced for a distance of 120' at the north end of the McKenzie River structure. There have been no other problems experienced in settling or breaking up of the concrete pavement in the north and southbound lanes. Some mud jacking has been done on the northbound lanes by maintenance in past years. It would be possible to underseal the pavement in this area. The bridge section has approved an overlay of 3" at the north end of the McKenzie River structures and to be feathered for a distance of 150' onto the structure.

LKW:jh

1 Versteeg ✓
A. Olson
2 Terpin ✓
Scott
Swenson
R. Olson
Trout ✓

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APR 23 1974
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FORM H-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

DATE March 27, 1974

TO J. H. Versteeg, Road Design Engineer
Attn: Frank E. Terpin

FROM J. W. WILSON, Regional Construction Engineer

SUBJECT Linn County Line-McKenzie River Sec.
Pacific Highway
Linn County

I agree that it is difficult to justify the cost of raising the Muddy Creek structures just to match the proposed five-inch overlay. Let's go with three inches on the structures and taper out as you suggest.

The problem at the north end of the McKenzie River Bridges is something else. I don't think we can or should try to get by with feathering to nothing at the bridge ends. On the other hand, I don't have any clear-cut solution to offer. Perhaps we could feather down to three inches right at the bridge ends and run this remaining three inches out on the structures.

If this is not possible because of lack of structure capacity, I would think we would at least want to remove enough of the existing P.C.C. pavement to provide a minimum of two to three inches of asphaltic concrete depth. I don't know what other alternatives we have. I am open to discussion.

JXW/cw

cc L. L. Wallace
D. W. Greene

1 Versteeg
A. Olson
2 Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 28 1974
ROAD DESIGN SECTION

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NOTED
L. K. WATSON
Copy for watson

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OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon ~~State Highway~~ Transportation Commission

DATE April 23, 1974

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Finance Approval**
Linn Co. Line-McKenzie River Section
Pacific Highway, Lane County

This project is scheduled for contract letting on June 20. Approval was received on February 20 from the Federal Highway Administration for the use of FAI funds for a five-inch asphaltic concrete overlay. In the same notice, we were informed that undersealing the existing PCC pavement was classified as reconstruction and, therefore, ineligible for FAI funds, but eligible for FAP funds.

The undersealing is an integral part of the overlay contract. I recommend the use of Federal-Aid Primary funds for this portion of the work, and request your authority to place $190,000, which is the cost of the undersealing, on Program XIIA. The total estimated cost of construction for this project is $4,200,000.

This matter will be on the agenda for your consideration at the meeting on April 30.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
L. W. Rulien
V. E. Skoog
Ben Gifford
Alfred Shirley
Gary Sund
Bob Whipps

BLG:dg dpy

8116

Salem, Oregon

April 17, 1974

J. X. Wilson, Regional Construction Engineer

F.E.T.

Frank E. Terpin, Final Design Engineer

Linn County Line-McKenzie River Section
Pacific Highway
Lane County

Preliminary discussion with Glenn Hossner of the FHWA indicate that the information gathered by Doug Greene from the experimental section of subgrade drain pipe on the subject project is inconclusive and incomplete.

Following is a description of the procedure he considered adequate to provide the desired data.

Begin taking measurements to water depth in the examining holes of the control and test sections and measurements of the quantity of water discharged from the perforated pipe at the end of the rainstorm. Continue taking the measurements at hourly intervals until the water level is no longer dropping and until the perforated pipe is no longer discharging.

The time interval may be varied from that stated if it is obvious that the time interval is too short. That is, if several hourly readings reveal little or no change, then the interval could be lengthened. What is desired is that a record of how fast the system returns to normal after a rainfall be obtained.

Please have someone available to make the desired readings, as outlined, after the next rainstorm that occurs and produces some discharge in the system.

This matter is of the utmost importance. If enough data is not available to convince the FHWA that the subdrain system is not efficient, they will not agree to participate in the cost of its construction.

FET:jh
cc: C. J. Gregg
Lyle Watson

1 Versteeg U
2 A. Olson a-d.
Terpin
Scott
Swenson
R. Olson
Trout VT

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FORM S-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

DATE April 16, 1974

TO Frank E. Terpin, Final Design Engineer

FROM J. X. WILSON, Region Construction Engineer

SUBJECT Linn County Line-McKenzie River Sec.
Pacific Highway
Lane County

It is Region's recommendation that the Muddy Creek borrow be listed as a prospective rather than mandatory source.

JXW/cw

cc Doug Greene
Elliott Parker

1 Versteeg
A. Olson
2 Terpin
Scott
Swenson
R. Olson
Trout

Wx Copy

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ROAD DESIGN SECTION

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REFERRED TO

Cole	Reed
Eriksen	Semple
Heger	Watson

Return ☐ Forward ☐
Discuss ☐ File ☐

BY FINAL DESIGN ENGINEER

8116

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 15, 1974

TO MEMO TO THE FILES

FROM Lyle K. Watson, Design Team Supervisor

SUBJECT Linn County Line--McKenzie River
Pacific Highway
Lane County

I discussed several items with J. X. Wilson by phone April 12 on the above-named project and the following recommendations were made.

After the overlay of the existing pavement there will be reduced vertical clearances at Coleman and Swango undercrossings. These structures should be raised to allow 17 foot vertical clearance over the main highway. Further data and recommendations are to be furnished by Region by Tuesday, April 16, 1974.

No allowance of asphalt concrete will be required for patching and leveling of the existing roadway. Any leveling required for local areas can be best handled by Price Agreement.

Contractors equipment can be allowed to turn around in the median area only if the acceleration and deceleration lanes are constructed. This should be allowed only where work is being performed in the median area.

LKW:we
cc: C. G. Swenson
J. X. Wilson

1 Versteeg ✓
2 A. Olson
Terpin
Scott
Swenson
R. Olson
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8116

Salem, Oregon

March 15, 1974

J. X. Wilson, Region III Construction Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Frank E. Terpin, Final Design Engineer

Linn County Line-McKenzie River Section
Pacific Highway
Linn County

L. L. Wallace, Bridge Design Engineer says three inches of the overlay and the class "E" seal can be placed on the Muddy Creek structures. This means that by feathering out two inches of the overlay, the cost of raising the structures can be eliminated. This is estimated to be $180,000.

C. J. Gregg, Base Design Engineer says that the five inch depth was arrived at by a method that may not be exactly precise. In other words, a three inch overlay may be sufficient. On the other hand, the proper overlay thickness may need to be six inches.

If the slabs in the area where the overlay thickness would be reduced are carefully stabilized by pumping (undersealing), it is Gregg's opinion that the three inch overlay will be sufficient for some time.

I recommend that the structures not be raised but that the overlay be feathered out to three inches thick.

Do you concur?

The problem of ending the overlay at the McKenzie River Bridges also must be solved. I don't think it is appropriate to remove the P.C.C. part in order to meet the structures. It is not feasible to raise them. I recommend that the overlay be feathered out in a 300 foot length in front of the bridges. Does this meet with your approval?

FET:we
cc: L. L. Wallace
C. J. Gregg
Lyle K. Watson

Versteeg
A. Olson
Terpin
Scott
R. Olson
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8116

Salem, Oregon

March 15, 1974

J. X. Wilson, Region III Construction Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Frank E. Terpin, Final Design Engineer

Material Source
Linn County Line-McKenzie River Section
Pacific Highway
Lane County

The subject problem is with us again now that the overlay has been approved. Without the overlay the quantities involved were too small to justify furnishing a source. That is no longer the case.

Will you please take action to determine if a source can be found to offer the contractor. Approximately 110,000 cubic yards will be required.

FET:we
cc: C. T. Keasey
C. G. Swenson
Lyle K. Watson

1 Versteeg ✓	RECEIVED
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Terpin	MAR 15 1974
Scott	
Swenson	ROAD DESIGN SECTION
R. Olson	
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8116

FORM 8-80

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

REFERRED TO

Cole — Reed
Eriksen — Sample
Heger — Watson
Return ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

DATE March 11, 1974

TO J. H. Versteeg, Road Design Engineer

FROM J. X. WILSON, Regional Construction Engineer

SUBJECT Linn Co. Line-McKenzie River Sec.
Pacific Highway I-5
Egge Point

As we discussed previously, I agree with you completely that proper treatment of Egge Point should be eligible for FAI funding on the upcoming safety project. Perhaps we have already presented all the justification possible, but it seems we should make another attempt to show the FHWA that this is a legitimate and reasonable portion of the safety project.

From all I can determine from history, the handling of Egge Point was a failure in design. As everyone knows, the existing fallout area was originally intended to be a frontage road. Because of slope instability, which presented a hazard, the design was changed to what we have now. This design change was one attempt at a solution to the problem but obviously was not logical or satisfactory. Further removal and benching, which we are now proposing, should have been done at the time of original construction.

Although there is a fallout area between the rock face at Egge Point and the traveling lanes of N.B. I-5, this zone is narrow and impossible to work in. The rock face is so unstable and has so much rock coming down continually from high on the face, maintenance forces cannot use normal equipment and procedures for removal of material from the fallout area. When judgement dictates clean-up is necessary, our people must bring in a clam-equipped crane. The only place from which to operate this equipment is the surface area of the freeway which, in my opinion, is a definite undue safety hazard to the traveling public.

1 Versteeg V
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout VT

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MAR 12 1974
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Bring Up
Other

REFERRED TO

Cole — Reed
Eriksen — Sample 3/15
Heger — Watson
Return ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

To summarize my viewpoint, I would say the initial design of the rock cut at Egge Point proved to be in error. The redesign and attempt at correction was also in error. The existing conditions are such that we cannot utilize normal maintenance procedures and the way we have to operate does constitute an unnecessary and undue safety hazard to the traveling public.

JXW/cw

cc C. T. Keasey
D. H. Moehring
Wm. Anhorn
D. W. Greene

8116

I-5

Salem, Oregon

March 7, 1974

J. X. Wilson, Regional Construction Engineer

Lyle K. Watson, Design Team Supervisor

Linn County Line-McKenzie River
Pacific Highway
Lane County

On February 20, 1974 approval was received from FHWA for a five-inch asphaltic concrete overlay with an additional one-inch open graded plant mix seal and corrective subsurface drainage for the subject project. Undersealing the existing PCC pavement was classified as reconstruction and inelegible for FAI funds. FAP funds will be used for the undersealing. (A copy of the letter of notification is attached)

Please review the PCC pavement and provide the limits of the areas that will require undersealing. Station limits for the perforated drain pipe should also be provided. Please give these items your immediate attention so that we may have this report by April 1, 1974.

LKW:we
Attachment
cc: C. G. Swanson

1
2

Wahlberg
A. Olson
Temple
Scott
Swanson
R. Olson
Trout

RECEIVED
MAR 1974
ROAD
DESIGN
SECTION

8116

FORM 8-99

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

DATE March 5, 1974

TO J. H. Versteeg, Road Design Engineer

FROM J. X. WILSON, Regional Construction Engineer

SUBJECT Base Drainage-Test Section
Linn Co. Line-McKenzie River
Pacific Highway
Lane County

Attached is a report from Doug Greene in connection with the test section of perf pipe installed in the right shoulder of the southbound lanes on the above section. Data in this report shows standing water measurements in core holes at four locations as well as quantity measurements of water flowing from the discharge of the perf pipe installation at M.P. 202.

Also included are several photos showing measurement procedures and details of the core holes and perf pipe discharge.

JXW/cw
Attach.

cc D. W. Greene

1 Versteeg ✓
A. Olson
2 Torpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 6 1974
ROAD DESIGN SECTION
Bridge
Other

Pictures retained in Designers file

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
March 1, 1974

To: Alfred Shirley Jr.
Regional Engineer
Roseburg, OR 97470

SUBJECT: Base Drainage-Test Section
LinnCo. Line-McKenzie River
Pacific Highway
Lane County

Attention: J. X. Wilson, Region Construction Engineer

Enclosed is a graph which shows the depth from the top of the P.C.C. to the water standing in the test holes, this also shows date tests were taken, date of last rain and whether or not water was flowing from the perforated pipe and in some cases quantity of water flowing. There are three photographs of water flowing from the pipe, one taken a day after, and the other two taken immediately after a rain storm. I am also sending four pictures, one at each test location showing a ruler being held at the top of the water standing in the test holes immediately after a hard rain storm.

The perforated pipe is removing the water from between the bottom of the P.C.C. slab and the top of the base rock during or immediately after a storm. The perforated pipe seems to show very little benefit toward the removal of the water that has permeated the base in the test section, over normal drainage from the base in the other sections. It must be noted however that the test section is in an area where the P.C.C. is showing extreme distress, whereas at the other locations the P.C.C. is showing very little distress, therefore it must be assumed that the base rock at the other three test locations is of a better quality than that where the perforated pipe is installed.

O W#

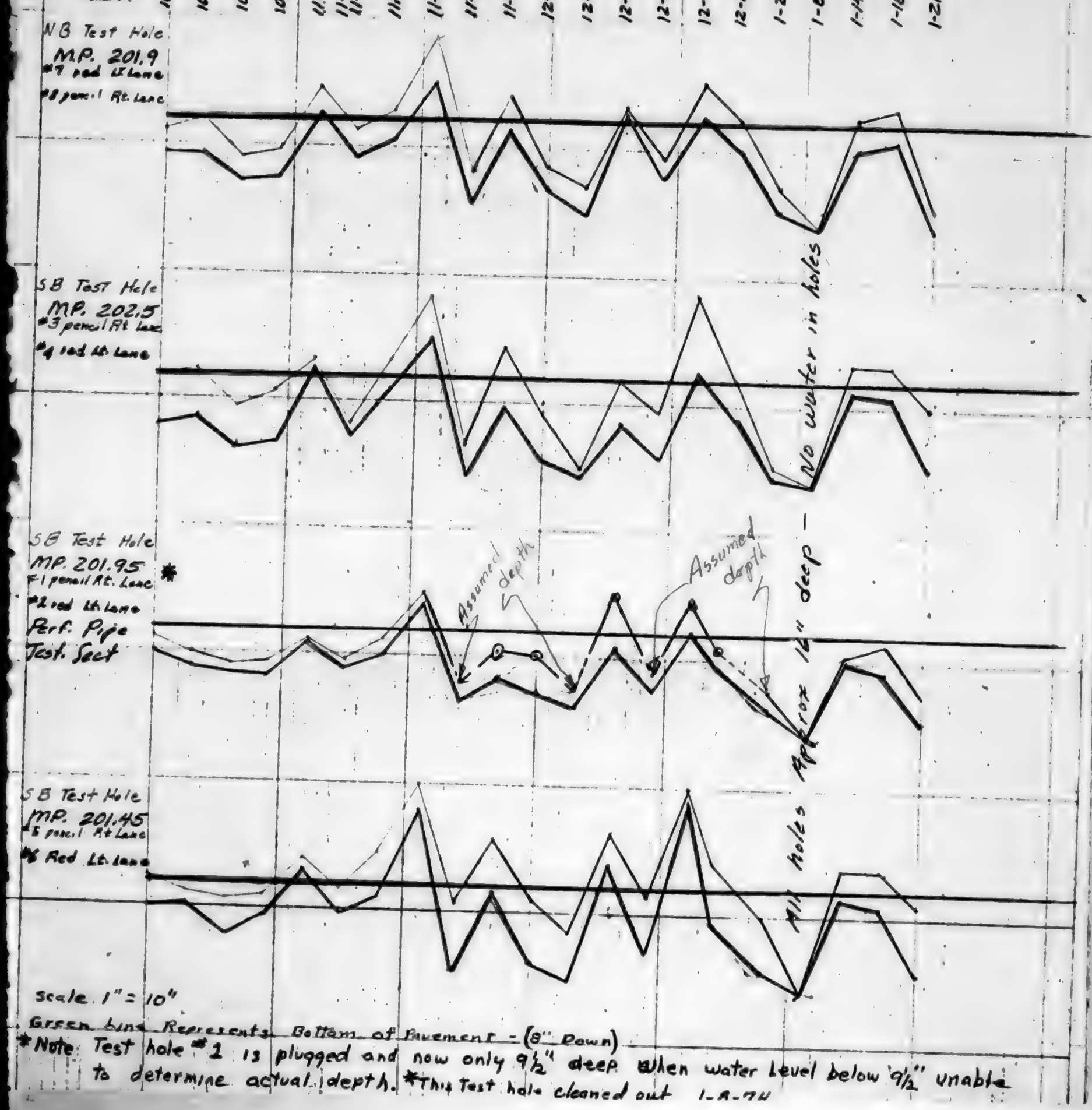
SP*020479-734

The distress on the North bound lanes is not as severe as that on the South bound lanes at this time but am certain that in time the problem on these lanes will be as great as it presently is on the South bound lanes.

In conclusion, installation of the perforated pipe will drain off a large quantity of the water before it can saturate the base, and it will be of some benefit in drawing the moisture from the base. I recommend installation of the perforated drain pipe along both the South and North bound lanes from the northerly end of the project to the Coburg Interchange area.

D.W. Greene, Res. Engr.

Test Taken	Date last rain	
10-22	10-20	No Water
10-23	Nite 10-22	Water dripping from pipe
10-25		No water
10-29	10-28	No water
11-5	11-4	½" of water running from pipe
11-6		1 gal / 1½ min.
11-7		No Water
11-13	11-13	dripping water
11-15	11-15	½" running in pipe
11-19	11-17	No water
11-26	11-25	dripping water from pipe
12-4	12-2	No water
12-11	—	No water from pipe
12-12	12-12	No water from pipe
12-18	12-18	dripping water
12-20	12-20	½" from pipe
12-21	12-21	dripping wa
1-2	12-31	No water from pipe
1-8	12-31	No water from Pipe
1-14	1-14	2 gal / 1 min 58"
1-18	1-18	2 gal / 2 min 12 sec
1-21	1-19	No water



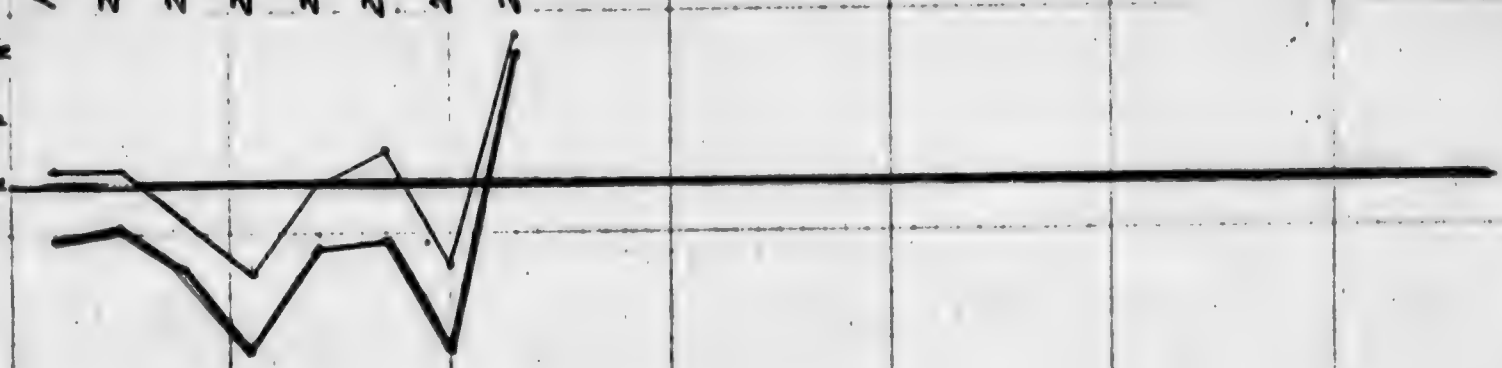
Scale 1" = 10"

Green line Represents Bottom of Pavement = (8" Down)

*Note: Test hole #1 is plugged and now only 9½" deep When water Level below 9½" unable to determine actual depth. *This Test hole cleaned out 1-A-74

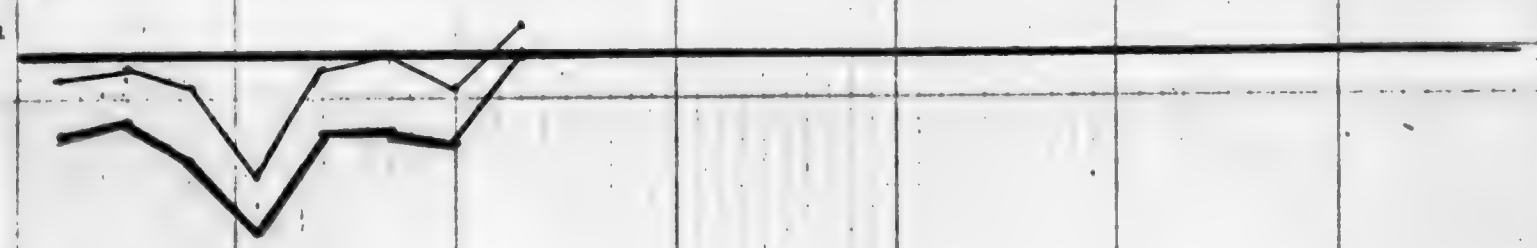
Test Taken	Last rain	Remarks on water flow from pipe
1-24	1-23	No water from pipe
2-1	2-1	2gal/Sec 2nd test.
2-5	2-4	dripping water
2-11	—	No water
2-14	2-13	No water
2-19	2-18	2gal/13 min
2-21	2-18	No water
2-26	2-26	2gal/32 sec

N.B. Test Hole
M.P. 201.9
#7 red RT. lane
#8 pencil RT. lane



S.B. Test Hole
M.P. 202.5
#3 pencil RT. lane
#4 red RT lane

S.B Test Hole
M.P 201.95
#1 pencil RT. lane
#2 red LT. lane
Perf Pipe
Test Sect.



S.B. Test Hole
M.P. 201.45
#5 pencil RT. lane
#6 red LT. lane

Scale 1" = 10"
Green Line indicates Bottom of Pavement (8" deep)

8112

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 20, 1974

In reply refer to: 10-41-BA

SUBJECT: Oregon Project I-5-4(-)198
Linn County Line-McKenzie River Section
PCC Pavement Overlay and Subsurface Drainage

FROM : Vernon V. Cusack, Acting Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

In response to Mr. E. S. Hunter's August 24, 1973 letter FAI funds participation is approved for the 5-inch asphaltic concrete overlay with an additional 1-inch open graded plant mix seal and corrective subsurface drainage for the subject project. Undersealing the existing PCC pavement has been classified as reconstruction and is therefore ineligible for FAI funds. FAP funds may be used for the undersealing.

The data obtained from the trial subsurface drainage system should be fully evaluated and utilized in designing the most appropriate drainage system for this project.

G. K. Hossner
for Vernon V. Cusack

NOTED
E. S. HUNTER 3-4-74
cc Quiem
Wolfe

RECEIVED
STATE HWY ENGR
FEB 26 74
REFER TO
FOR
Info | Prep | R/D | D/R | Sign | Act | File

3-1-74
Copy to Versteeg

August 24, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Linn County Line-McKenzie River Section
Pacific Highway (I-5)
Lane County

This is a request for a 5-inch asphaltic concrete overlay and corrective subsurface drainage on the Linn County Line-McKenzie River Section of I-5. Attached are engineering reports covering the base design, maintenance experience, traffic growth, drainage deficiencies and field reports on surface conditions to support the requested 5-inch structural overlay, subsurface drainage and undersealing.

While current FHWA policy normally does not allow an overlay on PCC pavement, we believe that because of the urgency of this safety and overlay project that an exception should be made to the current policy. The highway user's need for a safe, serviceable highway facility throughout the design period can only be assured by including the recommended surface treatment as part of the safety project.

General conditions or events deemed unusual or exceptional enough in our view to merit exception to the current policy are: (1) a 410 percent increase in five axle truck loadings since construction authorization; (2) recent tests have confirmed that there is a saturated subbase often having free water immediately beneath the pavement even though this summer has been abnormally dry and, in fact, there has been no measurable rain for approximately 60 days; and (3) mounting maintenance costs currently 9 to 10 times as great as the average for the other seventy-odd miles of rural rigid pavement on this Interstate route.

In view of the above described situation and the attached support material, it is respectfully requested that consideration be given to approving a 5-inch asphaltic concrete overlay with an additional 1-inch open graded plant mix seal. Also, approval is requested for stabilization of the existing PCC pavement by undersealing, and the installation of perforated pipe drains to carry off the free water found in the subbase. It is our opinion that if the requested subsurface and surface work is not accomplished, this section of road will become unserviceable before the end of the design period and will result in extraordinary maintenance expenditures not consistent with the concept of the Interstate Program.

We are, therefore, requesting that this corrective work be considered as a special case and ask that this project be approved for FAI funding. It is our intention to go to contract the last quarter of 1973 if our request is favorably received.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment

JHV:jh/ESH:jf

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg

FORM 713A 7-70

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
Harrisburg 17120
August 14, 1973

IN REPLY REFER TO

Mr. E. S. Hunter
Assistant State Highway Engineer
State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Ed:

As per your telephone request of Mr. L. G. O'Brien and our discussion in Houston, enclosed are two copies of our file regarding the structural pavement overlay on I-90 in Pennsylvania.

I regret that the quality of some of the attachments are not the best since they are second generation reproductions.

If we can be of any further assistance, please feel free to contact us in the future.

We, in Pennsylvania, would appreciate receiving any new material you develop on bicycle trails, since we are just getting involved in this aspect. We have copies of your previous material, but as we discussed in Houston, new problems are being encountered which require revisions.

Very truly yours,

Fred

Fred W. Bowser, P.E.
Location and Design Engineer
Bureau of Design

attachments

8-17-73
Hal Versteeg has both copies.

RECEIVED
AUG 16 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8116

Salem, Oregon

February 5, 1974

Alfred Shirley, Region 3 Engineer

J. H. Versteeg, Road Design Engineer

Linn County Line-McKenzie River Section
Pacific Highway I-5
Egge Point

Transmitted is a copy of Mr. Cusack's letter of January 29, 1974, denying our request to remove 8,800 cubic yards of material from Egge Point. I discussed this briefly with Glenn Hossner and it is the consensus of the FHWA (Tom Lowe, Vernon Cusack and Glenn Hossner) that Egge Point does not represent an undue hazard to the traveling public. It is their contention that the removal of this material is a maintenance problem.

Please review the problem area and determine if there is justification for another submittal to the FHWA. It seems to me that this work should be eligible for FAI funding as part of the safety project. I am not at all sure how this can be proven.

REFERRED TO

Cole		Reed	
Erikson		Sample	
Heger		Watson	XX
Return	☐	Forward	☐
Discuss	☐	File	☐

BY FINAL DESIGN ENGINEER

JHV:jh
cc: C. T. Keasey
D. H. Moehring
Bill Anhorn

Versteeg		Requires Reply	☐
A. Olson		Requires Approval	☐
Terpin	T	Receiver Keep	☐
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RECEIVED
FEB 5 1974
ROAD DESIGN SECTION

8116

Salem, Oregon

February 1, 1974

Alfred Shirley, Region 3 Engineer

J. H. Versteeg, Road Design Engineer

Perforated Pavement Drains
Linn County Line-McKenzie River Section
I-5

We have recommended to the FHWA that this section of concrete pavement be overlaid with asphaltic concrete. In addition we would propose to install a drainage system (perforated pipe) at the edge of the pavement to drain the base material and subgrade.

A 200' test section of perforated pipe was placed by the District 5 maintenance crew to test out the effectiveness of this proposal. We are concerned that test data is not being accumulated to justify the future installation of such a drainage system should the A.C. overlay be approved.

We need records and data in sufficient quantity and quality to prove to the FHWA that this proposed drainage system is worth the million or so dollars we plan to spend on it.

JHV:jh
cc: John Sheldrake
J. X. Wilson
Doug Greene
Bill Anhorn

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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FEB 1 1974
ROAD DESIGN SECTION

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8116

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 29, 1974

In reply refer to: 10-41-B

SUBJECT: Oregon Project I-5-4(-)198
Linn County-McKenzie River
Egge Point

FROM : Vernon V. Cusack, Acting Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

By January 22 letter Mr. Versteeg requested approval to excavate approximately 8,800 cubic yards of material from Egge Point. It was indicated that removal of this material was necessary in order to eliminate a safety hazard.

We are quite familiar with the area in question including previous rerouting of the frontage road to provide an adequate fallout area. The fallout area can be properly maintained by your maintenance forces using their customary traffic handling precautions without creating an undue safety hazard to the traveling public. Accordingly the removal of this material is a maintenance consideration and is not approved for FAI safety funding.

Vernon V. Cusack

NOTED
E. S. HUNTER
cc Versteeg
2-1-74

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STATE HWY ENGR
JAN 30 '74
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FOR
Info | Inves | R/D | D/R | Sign | Ext | File

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JAN 31 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Versteeg
A. Olson
Torpin
Scott
Swanson
R. Olson
Trout

RECEIVED
JAN 23 1974
ROAD DESIGN SECTION

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Requires Approval ☐
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Bring Up ___/___/___
Other

January 22, 1974

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: Linn County Line-McKenzie River
Pacific Highway
Lane County

Dear Mr. Green:

A rock bluff (Egge Point) with steep slopes is creating a safety hazard to the public. Loose rocks continually scale off the sloped surface and fall into a moat and onto the highway.

As a means to eliminate this safety hazard it is proposed to remove (by benching) approximately 8,800 cubic yards of material. Enclosed are prints of the proposed typical section.

On those occasions when maintenance personnel must clean the fall out area it is necessary to close one northbound lane, thereby creating a hazard to the public and themselves. The proposed revision will eliminate this hazard.

May we have your approval to perform this work.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

By

J. H. Versteeg
Road Design Engineer

FET:we

8116

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 2, 1973

In reply refer to: 10-35-EC2

SUBJECT: Oregon Project I-5-4(76)193
Linn County Line-McKenzie River Section
Trial Subsurface Drainage System

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Asburry's October 29 letter the construction of the test section of subsurface drainage is approved and authorization to proceed effective September 20 is granted.

G. L. Green

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
NOV 5 '73
REFER TO
FOR
Info | Inves | R/D | D/B | | | File

11-6-73
Copies to Young
Versteeg
Chase
Shirley

NOTED
E. S. HUNTER

RECEIVED
NOV 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 11, 1973

TO G. L. Green, Division Engineer
~~[redacted], Division Engineer~~
Federal Highway Administration

FROM ORIGINAL SIGNED BY
L. H. YOUNG

L. H. Young
Office Engineer

SUBJECT Program Data Submission
Project I-5-4(75)198

We are submitting program data for one Interstate Project, Item No. 750, Project No. I-5-4(75)198, "Linn County Line-McKenzie River Section", which we desire to have included in the Federal-aid Interstate Highway Program.

The project qualifies as a "Safety Improvement Project" under the provisions of PPM 21-16.

An environmental declaration is being subuitted as a separate action.

The project is exempt from State Clearinghouse review and comments under working agreements dated April 28, 1970.

Enclosed is a copy of District 3 Clearinghouse letter, dated September 24, 1970, approving the project.

Public hearings are not required for this project under provisions of paragraph 6(c) of PPM 20-8.

Enc.
JG:pr

SEP 28 1970
TRAFFIC ENGINEER

LANE COUNCIL OF GOVERNMENTS
formerly
CENTRAL LANE PLANNING COUNCIL

1643 OAK STREET
EUGENE, OREGON 97401
PHONE 342-1757

September 24, 1970

Mr. Roger D. Trygstad
Highway Division
Department of Transportation
State Highway Building
Salem, Oregon 97310

Dear Mr. Trygstad:

L-COG met Tuesday September 22 in regular session and considered the I-5 Goshen-Divide Section and I-5 Linn County Line McKenzie River Section upgrading projects. The Council found both of these projects to be integral parts of the District and State plan, and that each is necessary to implement and refine the plans.

No further review of these projects is requested by L-COG.

Very truly yours,

Lawrence A. Rice
Executive Director

474-m
Attachments: Staff Reviews

BEN GIFFORD
cc: 9-28-70
R. E. Simpson, FHWA
F. L. Hall
D. H. Moehring
H. S. Cox
C. T. Keasey
D. D. Allen
Chase

NOTED
R.D. TRYGSTAD

NOTED
R. W. ELLISON
Gifford

NOTED
R. E. ROYER

A-95 and 204 Review
Federal-Aid Interstate
Pacific Highway I-5
Linn County Line - McKenzie River Section

General Statement

This project proposes minor modifications to update the existing freeway to meet current interstate standards. The length of the project is 6.2 miles. The 1970 ADT is 14,600 and the projected ADT is 27,500.

Work to be Done

The project involves preliminary engineering, grading, paving, adjustments of guardrails, signing and miscellaneous lineal safety improvements. The safety work involves adding blocks, anchoring ends, and/or reconstruction of existing guardrails, signing and miscellaneous lineal safety improvements. Existing signs will either be replaced with breakaway signs or moved to meet present-day safety standards. Median and side slopes will be regraded where necessary to protect guardrail ends and improve vehicle escape areas.

Financing and Scheduling

The filing date for this application is expected to be October 15, 1970. The project cost has been estimated to be $415,000. The federal share will be $383,000 and the state's share $32,000.

The beginning date for construction has been set for March, 1971, with completion by February, 1972.

Findings

The project is of regional significance. I-5 is a vital part of the nation's 41,000-mile freeway system, and the improvements are required by the Bureau of Public Roads. Approval by L-COG is recommended.

Howard W. Buford
Director of Planning
Lane Council of Governments

9/22/70

Budget Bureau No. 41-R2067; Approval Expi

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H.Q.

FORM PR-1 (REV. 4-61)

6-11-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT
BUREAU OF

CARD 2

REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE
1	I-5 McKenzie River N. to Linn Co. Line	ADT	14,600	27,500	93	10	Oregon	35

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.
Gr., Dr., G-rail, Illum., Sign								I-	5-4	(75)

CARD 4

CLASS OF FEDERAL FUNDS: Interstate

COUNTY NAME: Lane — CODE: 039

NAME OF URBAN AREA:

ROUTE NO. I — FEDERAL-AID: I-5 — STATE: 1 — U.S.: I-5

CARD 5

LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHA PRO (Ful
1	(1418)	(19)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE		I-5 McKenzie River N. to Linn Co. Line (6.09 mi.)						Gr. (Emb install age str update s installa
5					ROW								
5					CONST (CODE) Safety		"Linn Co. Line-McKenzie Riv. Sec."						ROW-300 Access Parking compl
								0.0	2,651,000	2,446,000	205,000		
							PROJECT TOTALS	0.0	2,651,000	2,446,000	205,000		

(16) (23) (24) (33)

CARD 1 — CODE 1 — PREPARED BY

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item Nos. 4, 1 & 222;
Project Nos. I-5-4(2), (20), (34 (46), respectively

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6-11-73

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5 McKenzie River N. to Linn Co. Line	ADT	14,600	27,500	93	10	Oregon	35	042	750

WORK (35 typewriter)	NATL. FOREST	FM ROUTE NO.	SUFF. SYST.	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
, Illum., Sign								I-	5-4	(75)	198	

Interstate

COUNTY NAME: Lane — CODE: 039

ROUTE NO. I — FEDERAL-AID: I-5 — STATE: 1 — U.S.: I-5

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		I-5 McKenzie River N. to Linn Co. Line (6.09 mi.)						Gr. (Emb. in Place); install & revise drainage strs.; guardrail: update sign & illum. installations.
OW								
ONST (OOE) iety		"Linn Co. Line-McKenzie Riv. Sec."	0.0	2,651,000	2,446,000	205,000		ROW-300' normal; Access control-full; Parking restrictions-complete.
		PROJECT TOTALS	0.0	2,651,000	2,446,000	205,000		

OVAL DATES

REMARKS

Additional Data: Item Nos. 4, 101, 109, 138 & 222;
Project Nos. I-5-4(2), (20), (34), (29) & (46), respectively

(OVER)

USCOMM DUSCOMM-DC 48003-P61

LINN COUNTY LINE-McKENZIE RIVER SECTION

PROJECT NO. I-5-4(75)198

REMARKS - continued

Project Data: The proposed work consists of (1) grading (embankment in place) primarily to ease side slopes, to widen embankments to accommodate flared end of guardrails, to construct false cuts (earth mounds) for burring approach end of guardrails as well as for protection at bridge columns in median area and to facilitate installation of flush median inlets; (2) installing guardrail (G.M. Type) at bridge ends as well as wherever required and updating existing metal beam type guardrail, i.e. add blocks, posts, anchors, etc.; (3) replacing or modifying existing sign supports to breakaway type and where possible, move signs further back from the traveled way or mount signs onto undercrossing structures; (4) Relocate the existing median lighting supports, of the Coburg Interchange, to locations on the outside edges of the northbound and southbound roadways; (5) installing, removing and adjusting drainage structures.

NOTE: The necessary landscaping of this section to conceal the construction scars caused by the safety work described above will be done under a separate project or projects in the future as "stage construction". The requirements of PPM 90-1, IM 50-1-70 and PPM 20-8 complied with on the project for this section of highway includes all the elements necessary to complete this section even though some elements of the work are accomplished later under a separate project or projects.

Requirements of PPM 90-1: Environmental statement is being submitted as a separate action.

A-95 Review: Exempt from State Clearinghouse review and comments under working agreement dated April 28, 1970. District 5 Clearinghouse approved the project by letter dated September 24, 1970.

Public Hearings: None required under paragraph 6c of PPM 20-8.

Design Approval: Granted by FHWA under memorandum dated Febr

NOTE: (1) On-the-job trainees, as set forth in FHWA Order 1
on this project will be determined at PS & E stag
number stipulated in the PS & E documents.

(2) The seven items set forth in paragraph 4b of IM 2
are not applicable to the proposed project since
sent location and design of the existing highway
will not be changed, so there will be no alterat
land use or traffic flow patterns.

LINN COUNTY LINE-McKENZIE RIVER SECTION

PROJECT NO. I-5-4(75)198

nued

The proposed work consists of (1) grading (embankment arily to ease side slopes, to widen embankments to red end of guardrails, to construct false cuts (earth rring approach end of guardrails as well as for protec- columns in median area and to facilitate installation inlets; (2) installing guardrail (G.M. Type) at bridge wherever required and updating existing metal beam type . add blocks, posts, anchors, etc.; (3) replacing or ting sign supports to breakaway type and where possible, ther back from the traveled way or mount signs onto structures; (4) Relocate the existing median lighting he Coburg Interchange, to locations on the outside edges und and southbound roadways; (5) installing, removing drainage structures.

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of PPM 90-1: Environmental statement is being submitted e action.

Exempt from State Clearinghouse review and comments under ement dated April 28, 1970. District 5 Clearinghouse approved by letter dated September 24, 1970.

ngs: None required under paragraph 6c of PPM 20-8.

Design Approval: Granted by FHWA under memorandum dated February 13, 1970.

NOTE: (1) On-the-job trainees, as set forth in FHWA Order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The seven items set forth in paragraph 4b of IM 20-4-72 are not applicable to the proposed project since the present location and design of the existing highway facility will not be changed, so there will be no alteration of land use or traffic flow patterns.

8116

October 29, 1973

TO G. E. Green, District Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

SUBJECT Linn Co. Line-McKenzie River Section
Project No. I-5-4(-)198
Pavement Overlay & Subsurface Drainage System

Your letter of August 29, 1973, on the subject section, suggested a trial installation of longitudinal edge drain prior to the fall rain as a test to determine the appropriate subsurface drainage system to be utilized for correction of the subbase drainage, and further that if funding is approved for correction of the drainage the trial installation may be retroactively funded with P.E. funds.

Accordingly a letter was sent to Region 3 requesting the submission of a State Force order which was to be submitted for your approval and authorization prior to the installation of a test drain. We have since learned that inadvertently a State Force order was not prepared and, that due to the necessity of completing the installation prior to the fall rains, the maintenance personnel began work on the trial drainage system on September 20, 1973 and completed its installation on October 2, 1973 at an approximate cost of $2,655. Lack of communications resulted in the failure to request your authorization prior to commencing work.

In view of the of the fact that the work was accomplished at your suggestion, we hereby request your retroactive approval of and authorization to proceed with the work as of September 20, 1973, in order to establish an eligibility date so that if interstate funding is approved for the drainage correction, the costs of this trial installation can be claimed under preliminary engineering project No. I-5-4(76)193. The costs of this drainage installation is currently charged to the preliminary engineering project, however, will be coded as nonparticipating until such time as interstate funding is approved.

CL:jb

cc F. B. Klaboe
A. E. Johnson
E. S. Hunter
A. J. Shirley
R. N. Chase
Hal Versteeg

I-5

FORM 6-90 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 12, 1973

To: Doug Greene
Resident Engineer

SUBJECT: Drainage Investigation
Linn Co. Line-McKenzie River Sec.
Pacific Highway
Lane County

We have cored the existing P.C.C. on the above section as detailed on the attached sketch. In addition, a 3/4" plastic pipe section was inserted 8" plus or minus into the aggregate base below. This should give us something now that can be used to monitor the effectiveness of the 300 foot test section of perf pipe installed at M.P. 202.

When the rains start, would you periodically measure the water standing in the holes adjacent to the perf pipe and those in the other control locations. This should tell us two things: 1) if the perf pipe reduces the build-up of water under the slab and 2) if the perf is effective in rapidly dropping the water level in the period after the rain stops. The data acquired from this investigation could be set up in tabular form for easy interpretation.

If there is some other way you know of to measure the effectiveness of this test installation of perf pipe, please let me know.

ORIGINAL SIGNED BY J. X. WILSON

J. X. WILSON
Regional Construction Engineer

JXW/cw

cc J. H. Versteeg
C. T. Keasey
Tom Lowe, FHWA

REFERRED TO

Cole		Reed	
Eriksen		Sample	
Hager		Watson	L.W.
Return	☐	Forward	☐
Discuss	☐	File	☐

BY FINAL DESIGN ENGINEER

1 Versteeg	✓
A. Olson	
2 Terpin	T
Scott	
Swenson	
R. Olson	
Trout	VA

RECEIVED
OCT 15 1973
ROAD DESIGN SECTION

Requires Reply	☐
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Receiver Keep	☐
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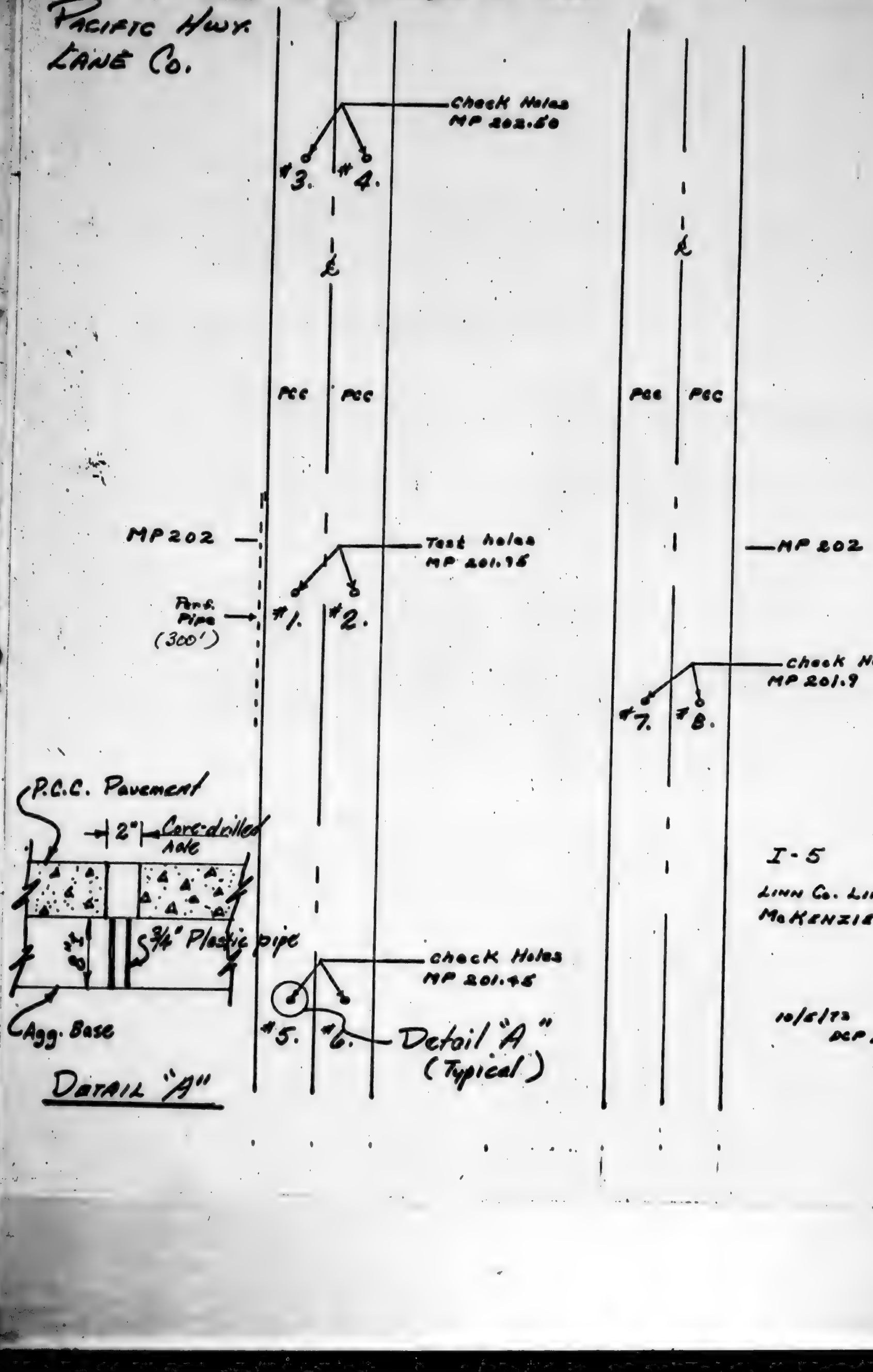
LINN CO. LINE - McKENZIE R. SEC
PACIFIC HWY.
LANE CO.



I-5

Salem, Oregon

September 17, 1973

Alfred Shirley, Region III Engineer

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg, Road Design Engineer

Linn County Line-McKenzie River Section
Subsurface Drainage System

You were requested to install a trial section of longitudinal edge drain on the Linn County Line-McKenzie River Section of I-5. The FHWA requested a test section to determine an appropriate drainage system that would best drain the base material.

It is important that this installation is monitored to determine if this is a workable solution to drain the pavement section. The FHWA Area Engineer should be kept advised on the progress and the workability of the trial drainage section.

If these longitudinal drains will work, future installations will be funded under the FAI safety overlay project presently under consideration.

JHV:jh
cc: Tom Lowe, FHWA
Bill Anhorn

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
SEP 17 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Bring Up ___/___/___
Other

8116

Salem, Oregon

September 5, 1973

J. H. Vorsteeg
Road Design Engineer

E. S. Hunter
Assistant State Highway Engineer

Linn County Line-McKenzie River Section
Request for Pavement Overlay and
Subsurface Drainage System

Attached is a letter from Glen Green requesting a trial installation of longitudinal edge drainage on the Linn County Line-McKenzie River Section.

Please detail this installation in accordance with the Guidelines for the Design of Subsurface Drainage Systems for Highway Pavement Structural Sections and forward the detail to Bud Shirley who is to pick the location for the installation and complete the work before the rains begin.

Attachment
ESH:jf

cc: F. B. Klaboe
A. E. Johnson
A. J. Shirley
Glen Green

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-4(-)198
Linn County Line-McKenzie River Section
Request for Pavement Overlay and
Subsurface Drainage System

DATE: August 29, 1973

In reply refer to: 10-35-B3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I have forwarded your August 24, 1973 request for Interstate funding to correct the drainage and overlay of the subject pavement to our Regional office.

I suggest you strongly consider a trial installation of longitudinal edge drain (200 to 300 feet) prior to the fall rains as recommended on p. 137 of DEVELOPMENT OF GUIDELINES FOR THE DESIGN OF SUBSURFACE DRAINAGE SYSTEMS FOR HIGHWAY PAVEMENT STRUCTURAL SECTIONS. (A copy has been forwarded to your Pavement Design Section.) Due to the questionable permeability of the base rock on this section, a test section is necessary to determine the appropriate drainage system.

If funding is approved for correcting the drainage, the trial installation may be retroactively funded with PE funds. In any event, the trial installation is necessary to determine the most appropriate drainage system.

for G. L. Green

Orig - 8-30-73

RECEIVED
STATE HWY ENGR
AUG 30 '73
REFER TO
FOR
Info | Inves | RD | SR | S | Mt | Eng

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-4(-)198
Linn County Line-McKenzie River Section
Request for Pavement Overlay and
Subsurface Drainage System

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TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
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If funding is approved for correcting the drainage, the trial installation may be retroactively funded with PE funds. In any event, the trial installation is necessary to determine the most appropriate drainage system.

for G. L. Green

RECEIVED
STATE HWY ENGR
AUG 30 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
A. E.

3116

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 15, 1973

TO MEMORANDUM TO THE FILES

ORIGINAL SIGNED BY
J. H. VERSTEEG

FROM J. H. Versteeg, Road Design Engineer

SUBJECT Surface Condition Review
P.C.C. Pavement
Linn County Line-McKenzie River Section
Pacific Highway (I-5)

NOTED
E. S. HUNTER

The PCC pavement on this section of I-5 was inspected on August 13, 1973. Present on the field trip were the following people:

Herman Carter, Pavement Design Branch, FHWA, Washington, D.C.
Andy Munoz', Soils Engineer, FHWA, Portland
Glenn Hossner, District Engineer, FHWA, Salem
Tom Lowe, Area Engineer, FHWA, Salem
C. Gregg, Base Design Engineer, OSHD, Salem
J. X. Wilson, Regional Construction Engineer, OSHD, Roseburg
William Anhorn, District Maintenance Engineer, OSHD, Eugene
J. H. Versteeg, Road Design Engineer, OSHD, Salem

The southbound right lane (truck lane) is showing considerable structural failure and some sections of PCC pavement slabs have been replaced by maintenance forces. The northbound lanes are showing similar distress but it is not as advanced as in the southbound lane.

Deflection test reports indicate that there is some slab tipping and pumping of the subgrade material. Laboratory tests on the shoulder materials indicate it is nearly impervious and severely restricts drainage of the roadbed. The water level is at or near the top of the PCC pavement during the winter months. Drilling for core samples bears out the extent of the drainage problem. Our investigations indicate that the aggregate in the bottom course base material is dirty and would not meet present day specifications. The rideability and skid surface of the PCC surfacing both should be improved to provide a safer and better service to the traveling public.

RECEIVED
AUG 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

It was generally agreed that the following corrective measures are desirable to prevent further deterioration of the pavement structure and provide better service to the motorist and truckers using the facility.

1. The pavement slabs should be undersealed in the areas that slab rocking is detected.

2. A perforated pipe should be installed at the edge of the pavement to drain off the entrapped water from the base material and under the PCC pavement. The District Maintenance Engineer reports that perforated pipe is needed adjacent to the edge of pavement on 70% of the southbound section and 60% of the northbound lanes.

3. The contraction joints and the random cracks should be sealed to reduce the intrusion of water into the subgrade and base materials.

4. That an adequate overlay should be placed on this section of I-5 to protect the PCC pavement from further structure failure, to improve the pavement rideability, to increase the skid resistance of the surface and enhance safety, to decrease the traveling public's exposure to maintenance operations in the roadway, reduce the expenditure of public funds for excessive maintenance on this section of I-5, and to seal the pavement to reduce water infiltration into the supporting base material.

JHV:jh
cc: Glenn Hossner
E. S. Hunter

Y 8116

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 10, 1973

TO E. S. Hunter Assistant State Highway Engineer

FROM J. H. Versteeg, Road Design Engineer

NOTED
E. S. HUNTER

SUBJECT Overlays
P.C.C.

A meeting was held August 9, 1973, with Glen Hossner and Tom Lowe of the FHWA to discuss the proposed overlay on the Linn County Line-McKenzie River Section of I-5. We reviewed the material on hand and expect some feed-back from them the latter part of next week.

A representative from the FHWA Washington, D.C., office will be in Salem on Monday, August 13, 1973. A field trip is planned to review the P.C.C. surfacing on the Linn County Line project as well as the composite P.C.C. surfacing on the Rice Hill-North Oakland Section of I-5. Region 3 and other interested persons have been contacted and will participate in the inspection.

Larry Rulien reported that they are making progress on the Harbor Drive-Tigard Section of I-5. But an overlay on this section of I-5 will cause a lot of construction and traffic handling problems and many of these questions still need to be resolved.

JHV:jh

RECEIVED
AUG 10 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 7, 1973

TO J. H. Versteeg, Road Design Engineer

FROM W. W. Reed, Senior Designer

SUBJECT Linn County Line-McKenzie River Section
A.C. Overlay of Existing P.C.C. Pavement

A review has been made of the originally submitted state request for approval of an asphaltic concrete overlay of the subject section and the subsequent denial by the FHWA through its Division Office. It was noted the denial made no address of the request support data but instead was based solely upon a policy statement contained in the "Instruction Manual for Preparation and Submission of the 1974 Estimate of the Cost of Completing the Interstate System". Paragraph 5, Page 28, Section III, is restated here for convenience.

> "Costs related to additional stages of construction of existing pavements are to be included in the estimate only for flexible types. Added stages of construction for portland cement concrete pavements should not be included even if they had been included in previous estimates, since we are unable to establish a basis of eligibility for structural overlays of rigid pavements under IM 21-1-67. As mentioned elsewhere, thin overlays of rigid pavements may be eligible under IM 21-3-68."

That the policy hereby stated is of belated formulation is attested to in the phrase, "...even if they had been included in previous estimates,...". The tacit admission herein being that state and federal administrators have in the joint preparation of previous estimates discerned no distinction of eligibility between the two pavement types. Nor does another examination of the available instructions and memorandums from the FHWA appear to fault that earlier interpretation.

IM 21-1-67 obviously employs the term "pavement" generically as the opening paragraph of the memorandum, in stating the then B.P.R. intent, is all-encompassing; quote, "...that the pavement on the Interstate System be at a high level of serviceability both during and at the end of the construction program authorized...". Additional examples of the memorandum's generic use of the terms "pavement" and "pavement structure" are too numerous to quote but the first sentence in paragraph 7 does merit particular attention. Underscoring was added.

> "Accordingly, the State Highway Departments should make condition examinations in calendar year 1967 of <u>all sections of pavement structures</u> that were authorized for construction prior to October, 1963, with FAI participation."

Further confirmation of the generalized nature of IM 21-1-67 is provided in that it was supplemented four months later by Circular Memorandum dated May 9, 1967, which details specifically design periods and design years of program eligibility. It further details condition criteria for determining eligibility in which it individually treats both flexible and rigid pavements.

That IM 21-1-67 was promulgated in response to the intent and direct instruction of Congress is reflected in paragraph 3 which reviews the recognition of the 1975 design year's adverse limiting effect on some basic facilities and the Congressional remedial action in amending the 1956 Act. Examination of the amendment, Federal-Aid Highway Amendments Act of 1963, does not in any respect appear to indicate an intent upon the part of Congress to except from funding eligibility any basic facility of the Interstate System for reason of kind. Indeed, to the contrary, the Act plainly reflects the responsible concern of the Congress to the deficiency in the 1956 Act and the resultant inadequacies of all facilities designed under its authority prior to 1963.

While the basic reason for design inadequacies has been attributed to the original design year limitation, there are specific factors of probably greater significance. These were noted in paragraph 4 of IM 21-1-67, "...a misjudgment of forecasts of traffic and of the adequacy of the designs then considered to be satisfactory to provide duration of acceptable serviceability through the design year 1975." The validity of the quotation is confirmed in the continuing pavement condition surveys which reveal an increasing number of Interstate projects of the early construction period showing deterioration and structural distress.

Also, it appears reasonable and justifiable to view the foregoing quotation as being equally applicable to rigid as well as flexible pavement inasmuch as an "ultimate design" of any pavement structure only anticipates acceptable serviceability for a predicted traffic loading over a specified time period, irrespective of the material make-up. A restrictive view which would deny eligibility of rigid pavement to be overlayed for reason of its traditionally imposed image of "ultimate design" presumes a nature of indestructibility unrelated to traffic loadings and other design criteria and is completely at odds with the physical evidence revealed in many condition surveys.

Review of paragraphs 5 and 6 reinforces the conviction that while IM 21-1-67 was nominally directed to the relief of the design year restriction, the practical implementation was to take into full account the considerably increased knowledge in pavement design criteria and the more reliable data available on traffic volumes, axle load frequencies and procedures for forecasting future trends. It seems undisputable that the foregoing knowledge and data would not be as relevant to rigid pavement design as it is to flexible. The Federal Highway Administration's apparent concurrence in this position is contained in the previously quoted paragraph 7, the latter part of which is requoted here, "...all sections of pavement structures that were authorized for construction prior to October, 1963, with FAI fund participation." There is certainly nothing readily apparent in the foregoing that indicates or even suggests the overlay program is limited to flexible pavement structures.

The remainder of IM 21-1-67 is essentially devoted to instructions on condition examination, design analysis and program funding eligibility by type of work, i.e. maintenance work, State funding; reconstruction, FAP or FAU funding and construction of additional pavement overlay layer(s), FAI funding. This last portion of the IM was amplified on by CM dated May 9, 1967. The portions of the CM deemed particularly relevant to the contention that rigid type pavement was not discriminated against for overlay eligibility are quoted. (While the quotations are excerpted, they are given in their individual entirety so as to avoid any misunderstanding in context.)

Paragraph 2, sub-paragraph (b).

"(b) Projects constructed with FAI funds for which the pavement construction was authorized prior to October 24, 1963:

> The design traffic analysis period for determining the ultimate design is to be 20 years after the date of authorization of the initial pavement construction project, with a design year of 1975 for work authorized in mid-1956, and a design year of 1983 for work authorized in late 1963."

Paragraph 3.

"The two general cases of existing pavements that may be considered under the provisions of IM 21-1-67 are (b) and (d), above. The above information is intended to provide a record for all those at work on the 1968 estimate so that estimating procedures will be the same in all States. It supplements information under question number 6 as distributed in the Circular Memorandum dated March 31, 1967, subject: "1968 Interstate Cost Estimate Manual Supplement #2, Questions and Answers"."

Paragraph 4.

"The following information defines in greater detail the additional construction that may be undertaken with FAI participation, under the provisions of IM 21-1-67. This information is for application not only to the work, the costs of which may be included in the 1968 Estimate, but also to the work of specific projects which may be undertaken with FAI and other Federal-aid fund participation."

Subparagraph 2 and "Rigid Pavement".

"2. Criteria for Determining Eligibility

a. Field Examination - Where a field examination and evaluation establishes that existing pavements authorized prior to October 24, 1963, are structurally inadequate or that with normal maintenance they will not provide reasonable service through the appropriate design period, further consideration may be given to providing an additional stage of pavement construction. This examination and evaluation should be detailed enough to support a conclusion that the serviceability of the pavement is not now or will not be satisfactory during the design period. Some specific examples of signs of distress which may warrant further evaluation and a design analysis are:

RIGID PAVEMENT

Cracked slabs, structurally weakened.

Severe pumping of subbase material.

Faulting and warping at transverse joints.

Rough and deformed riding surface."

Additional quotations from the CM supplement to IM 21-1-67 would be redundant as the foregoing conclusively substantiates the inclusion of rigid pavement in the overlay program.

In view of the foregoing analysis it is the opinion of this office that the stated policy position of the FHWA on the eligibility of rigid pavement in the overlay program is neither supported by the documentary evidence cited nor consistent with the self-proclaimed intent of the FHWA.

WWR:jh

8116

FORM 2-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 11, 1973

TO E. S. Hunter, Assistant State Highway Engineer

FROM J. H. Versteeg, Road Design Engineer

SUBJECT Status Report

Antiskid Pavement Treatment, I-5
S. W. Corbett Avenue

Awaiting a report from Region I on the methods and conditions relating to the 1973 application of the chip seal. This report will also include skid tests and traffic handling problems if we were to make a second chip seal application.

PCC Pavement Overlay, I-5
Linn County Line-McKenzie River

The Region III maintenance report is in this office. The base design section has completed all necessary field work and should complete their report this week.

PCC Overlay, I-5
Harbor Drive-Tigard Interchange

Portland concrete pavement cores are being cut this week. Deflection tests will be run next week under the supervision of the base design section. Pavement skid tests are planned for the following week. This schedule has been planned to limit traffic conflict to the minimum and still obtain the necessary data.

JHV:jh
cc: C. J. Gregg
L. W. Rulien

NOTED
E. S. HUNTER

RECEIVED
JUL 11 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon 97470

DATE 7-3-73

TO J. H. Versteeg, Design Engineer

FROM John W. Sheldrake
JOHN W. SHELDRAKE, Regional Maintenance Engineer

SUBJECT Pavement Conditions (Request for Overlay)
Linn County Line-McKenzie River Section
Pacific Highway #1 (I-5)

Summary:

Region 3 and District 5 recommend requesting approval for an asphalt concrete overlay over the subject 6.09 miles of four lane P.C.C. pavement.

General Comments:

Attached are some 55 pictures plus other data relating to pavement conditions on the subject section of highway to back up our request for an A.C. overlay over this section of P.C.C. This information is submitted as supplementary to our letter of June 12 requesting longitudinal drainage along this same section of highway.

As has previously been discussed and as indicated in the attached pictures, P.C.C. pavement on this section of highway is quite distressed and is deteriorating at a somewhat accelerated rate. This problem is generally attributed to a combination of at least four factors, i.e., questionable P.C.C. quality, inadequate pavement design, and a water zone between the slab and base, and increasing heavy wheel loadings. To contain this breakup and protect our investment, we feel that an A.C. overlay plus longitudinal drainage to some degree or free draining shoulder material is required.

In addition, we are experiencing increasingly heavy maintenance costs to hold the integrity of the slabs.

/ Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 5 - 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Maintenance Costs:

Maintenance surface repair costs have been somewhat irregular but abnormally high on this section of P.C.C. pavement. The pavement breakup has accelerated during the last several years (notably in the southbound lanes) to the point that maintenance forces have had to go in and do full depth slab replacement. In calendar 1972, maintenance forces spent approximately $15,000 making slab repairs and it is projected that it will be required to spend at least this much or more this year and in subsequent years as the breakup continues. Maintenance work has been and is limited to those areas where breakup and deterioration has reached the point where rideability is affected. We have not tried to correct the problem beyond this level of service to prevent more breakage up the line as we do not have the means or funds within Region control.

Refer to Figure 1 attached for historical P.C.C. (function 101) General Maintenance costs since this section was opened to traffic. It is not at all difficult to project yearly expenditures of $25,000 by fiscal 1978. This relates to approximately $4,100 per straightine mile per year while average expenditures for the six fiscal years 1966 through 1971 for the 73.14 miles of P.C.C. surface on Interstate 5 were $455 per year. (Latter data supplied by Mr. Moehring's office. Figure #1 shows a plot of both prefixes 620-29 and 620-30, however, there have not been significant function 101 costs on the McKenzie River-Junction Pacific W. Hwy. Section to date).

Safety Considerations:

This type of maintenance repair operation is hazardous to the traveling public. Known methods utilized to date for replacing these slabs require that a lane be taken out of service for approximately a 24-hour period thus restricting the freeway traffic into one lane overnight. These repairs must be made during the spring or summer in periods of good weather which is coincidental with periods of heavy traffic volumes.

Traffic and Wheel Loadings:

Another area of concern toward accelerated breakup is the increase in truck traffic on this highway. Since 1967, five axle truck volume on this section has increased from approximately 310 vehicles in a 24-hour period to 2165 vehicles in a 24-hour period or an increase of 410%. Studies made in this Region show that 97% of the truck traffic travels in the outside lane which is where we have experienced the majority of our P.C.C. pavement breakup.

(Reference R. L. Schroeder 5/24/68 letter, copy attached). We feel that the increased truck traffic will continue to accelerate the pavement breakup unless some additional pavement depth is provided. Refer to Figure 2. Note that the 24-hour manual count of 5 axle truck volume has shown a nearly linear increase of 68% per year since 1967.

A.D.T. on this section shows a conservatively projected 7% increase per year. Refer to Figure 3. The A.D.T. plot location 0.30 mile south of Diamond Hill Road was selected to more accurately portray the true A.D.T., the location being southerly of Morse Bros. plant at Harrisburg.

Referring to Figures 4 and 5, note that the projected 5 year increase in ton miles in District 5 is 5.8% per year, for Region 3 is 6.0% per year, and that for subject section is 5.9% per year. It would be logical to expect that the projected trend of ton miles hauled over the subject section would be slightly less than the projection for Region 3 and slightly greater than for District 5 for two reasons: 1) the Willamette Valley Corridor is a concentrated traffic path from Portland to Eugene, where considerable A.D.T. drop is experienced, and, 2) Coast-bound lumber and chip haul routes as well as primary log haul routes are located off I-5. Still, the heavy truck traffic rate of increase is significant and we propose that design loadings may be being equaled or exceeded short of the design life of the pavement structure.

(Parenthetically, we manually counted the truck volume in April 1973 to disprove one theory: that being that we could not accurately project the 68% per year increase due to heavy truck haul of gravel and asphalt concrete to the Halsey Interchange-Lane County Line construction project by Wildish Construction Company and others. The linear plot disproves this theoretical factor).

There is no current reason to suspect that this truck traffic volume increase rate will decrease, based on economic considerations.

Drainage:

The apparent presence of trapped water between the P.C.C. slab and the subgrade appears to be contributing significantly to the pavement breakup; this has been discussed in previous correspondence.

It should be restated, however, that there does appear to be good evidence of the lack of permeability of the shoulder material. Eugene Section Foreman George Gould states that Maintenance found it necessary to jackhammer the surfacing rock/subgrade under the A.C. shoulders in order to install transverse drain pipes when full depth slab repairs were accomplished in the summer of 1972. District Engineer Anhorn advised that the shoulders were to be cored to check this aspect.

Without any perforated pipe drainage, and if the underlying shoulder rock is impermeable, we indeed have a problem.

P.C.C. Quality:

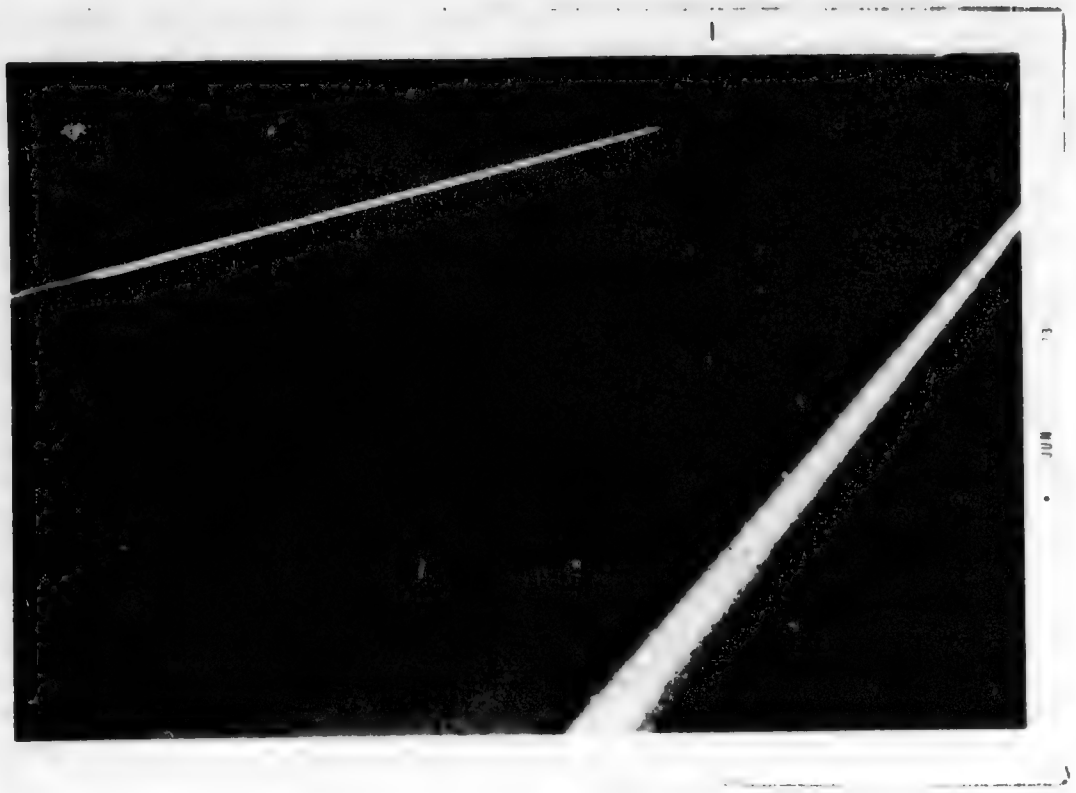
Without benefit of either the expertise or technical data, it is difficult to opinionate on the design or quality. Review of the enclosed pictures does present a number of locations with spalls that resemble bonding failure or deleterious material in the mix.

We defer on this point to Mr. Clarence Gregg's analysis and report.

JWS/cw
Attach.

cc Wm. Anhorn
Elliott Parker

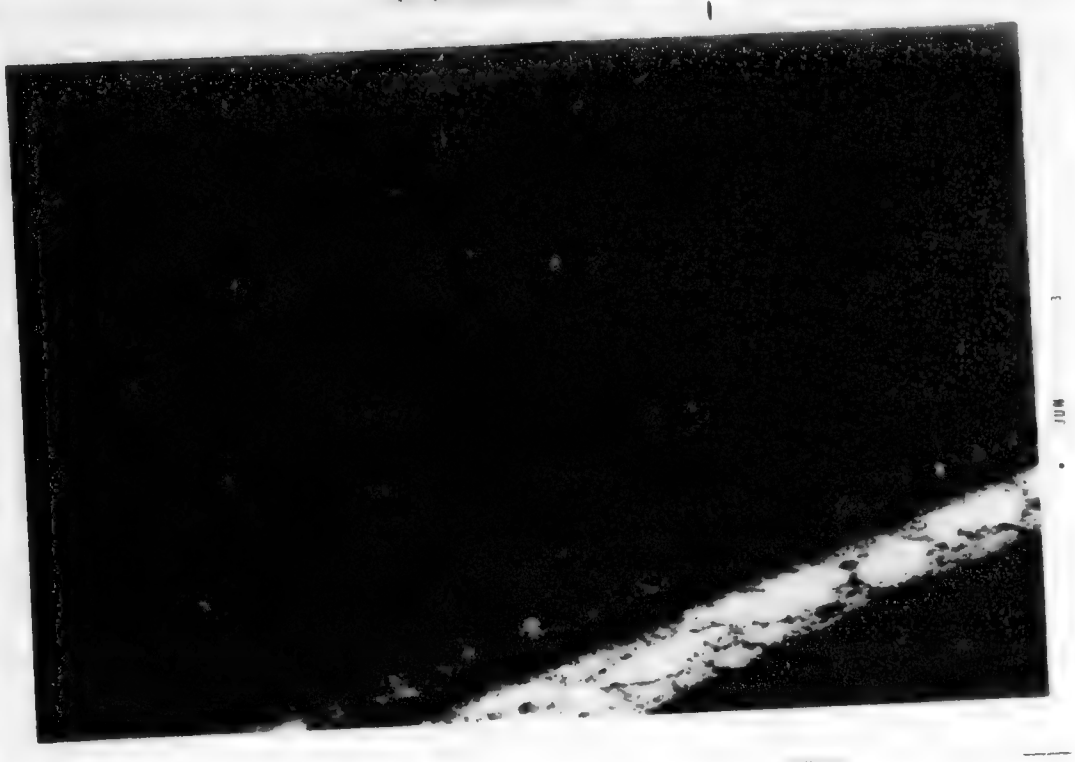
P.C.C. Pavement Conditions
Linn Co. Line-McKenzie River Sec.
Pacific Highway
Lane County
June 1973



1 - SB 203.43
View of typical cracking

2 - SB 203.31
Typical longitudinal crack starting in foreground. Note large patched area in front of cars.

P.C.C. Pavement Conditions
Linn Co. Line-McKenzie River Sec.
Pacific Highway
Lane County
June 1973



3 - SB 203.13
View of spalling on surface.

4 - SB 202.97
View of typical cracking. Note how the cracks are starting to spall.

P.C.C. Pavement Conditions
Linn Co. Line-McKenzie River Sec.
Pacific Highway
Lane County
June 1973

5 - SB 202.90
View of typical cracking. Note patched area in front of car.

6 - SB 202.80
View of typical cracking. Note badly spalled area.

P.C.C. Pavement Conditions
Linn Co. Line-McKenzie River Sec.
Pacific Highway
Lane County
June 1973

7 - SB 202.81
View of patched area with cracks already developed.

8 - SB 202.73
View of typical cracking and patched area.

P.C.C. Pavement Conditions
Linn Co. Line-McKenzie River Sec.
Pacific Highway
Lane County
June 1973

9 - SB 202.54
View of typical cracking.

10 - SB 202.26
View of typical cracking. Small pothole in foreground is 1" deep.

P.C.C. Pavement Conditions
Linn Co. Line-McKenzie River Sec.
Pacific Highway
Lane County
June 1973

11 - SB 202.13
View of badly cracked area. Note patch in background.

12 - SB 202.13
Closeup showing spalling around cracks.

P.C.C. Pavement Conditions
Linn Co. Line-McKenzie River Sec.
Pacific Highway
Lane County
June 1973

13 - SB 202.14
Drain installed by maintenance crews to remove water from beneath P.C.C. Drain was running a steady drip even after an abnormally dry winter.

14 - SB 202.00
View of typical cracking.

P.C.C. Pavement Conditions
Linn Co. Line-McKenzie River Sec.
Pacific Highway
Lane County
June 1973

15 - SB 201.93
Cracks which have spalled out 1½" deep.

16 - SB 201.80
View of typical cracking.

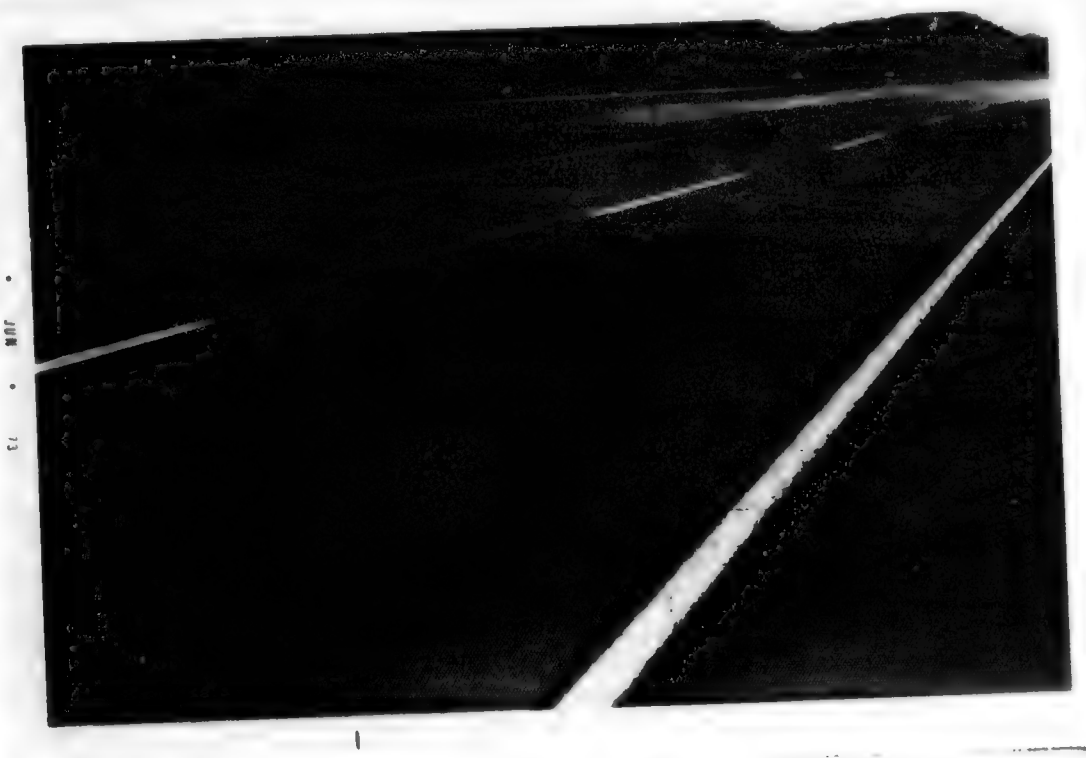
P.C.C. Pavement Conditions
Linn Co. Line-McKenzie River Sec.
Pacific Highway
Lane County
June 1973

17 - SB 201.54
View of typical cracking.

18 - SB 201.22
View of patched area. Note the longitudinal crack extending beyond the patch.

P.C.C. Pavement Conditions
Linn Co. Line-McKenzie River Sec.
Pacific Highway
Lane County
June 1973

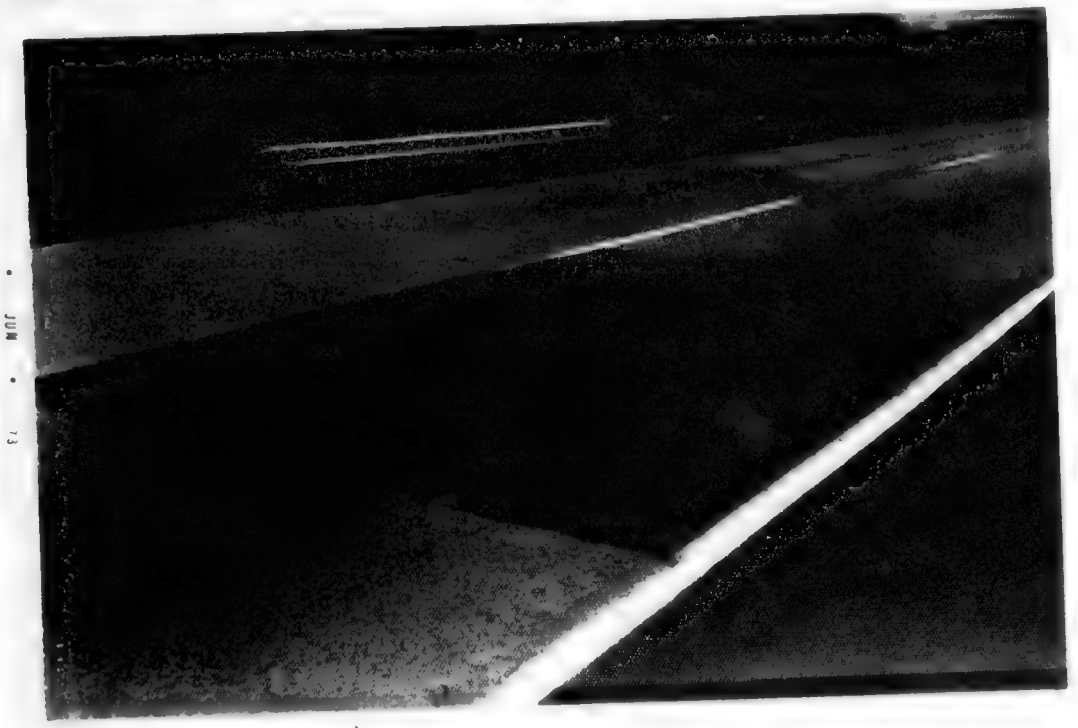
19 - SB 201.07
View of typical cracking and patched area.



20 - SB 200.92
View of typical cracking.

P.C.C. Pavement Conditions
Linn Co. Line-McKenzie River Sec.
Pacific Highway
Lane County
June 1973

21 - SB 200.70
View of typical cracking. Note badly spalled area just beyond the transverse joint.



22 - SB 200.54
View of cracking in patched area. Note badly spalled area in opposite lane near bridge end.

P.C.C. Pavement Conditions
Linn Co. Line-McKenzie River Sec.
Pacific Highway
Lane County
June 1973

23 - SB 200.36
Close up view of typical cracking.

24 - SB 200.08
View of typical cracking.

P.C.C. Pavement Conditions
Linn Co. Line-McKenzie River Sec.
Pacific Highway
Lane County
June 1973

25 - SB 199.89
View of typical cracking.

26 - SB 199.77
View of typical cracking.

P.C.C. Pavement Conditions
Linn Co. Line-McKenzie River Sec.
Pacific Highway
Lane County
June 1973

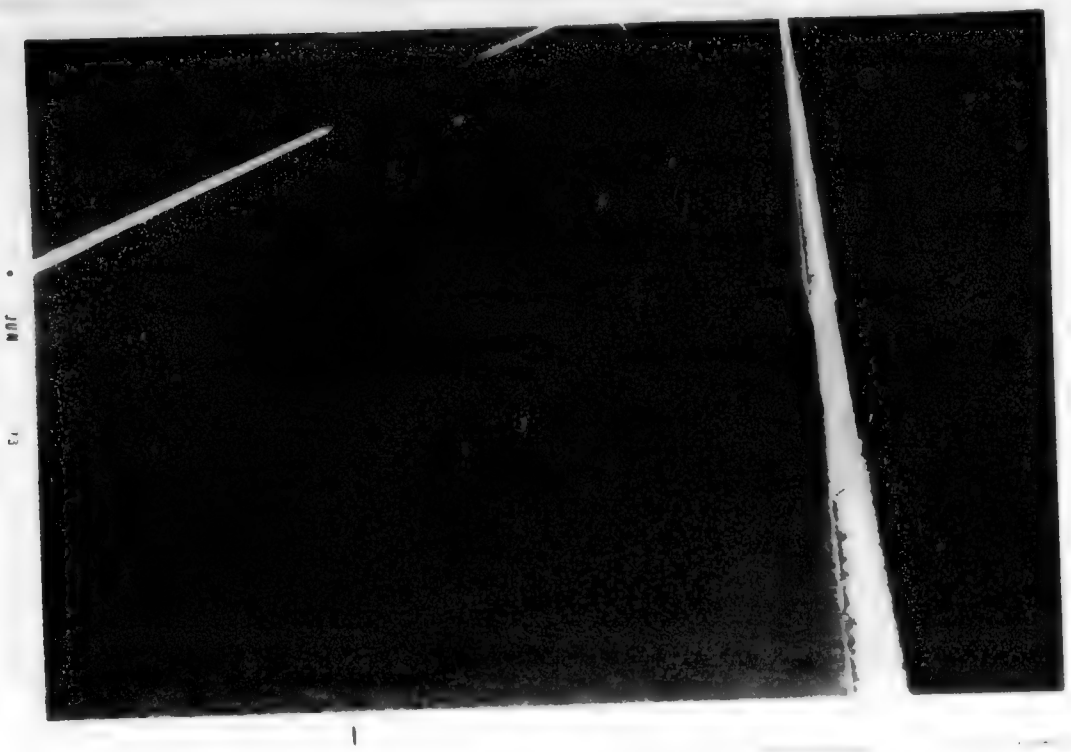
27 - SB 199.65
View of typical cracking.

28 - SB 199.45
View of typical cracking.

P.C.C. Pavement Conditions
Linn Co. Line-McKenzie River Sec.
Pacific Highway
Lane County
June 1973

29 - SB 199.28
View of typical cracking.

30 - SB 199.08
View of typical cracking.



31 - SB 198.67
View of old patch. Note longitudinal crack developing just beyond the transverse joint.

32 - SB 198.56
View of typical cracking

P.C.C. Pavement Conditions
Linn Co. Line-McKenzie River Sec.
Pacific Highway
Lane County
June 1973

33 - SB 198.41
View of patches. Note spalling of patch in foreground.

34 - SB 198.25
View of typical cracking.

P.C.C. Pavement Conditions
Linn Co. Line-McKenzie River Sec.
Pacific Highway
Lane County
June 1973

35 - SB 198.16
View of spalled area. Depth of spalling is about 1½".

36 - SB 198.15
View of typical cracking.

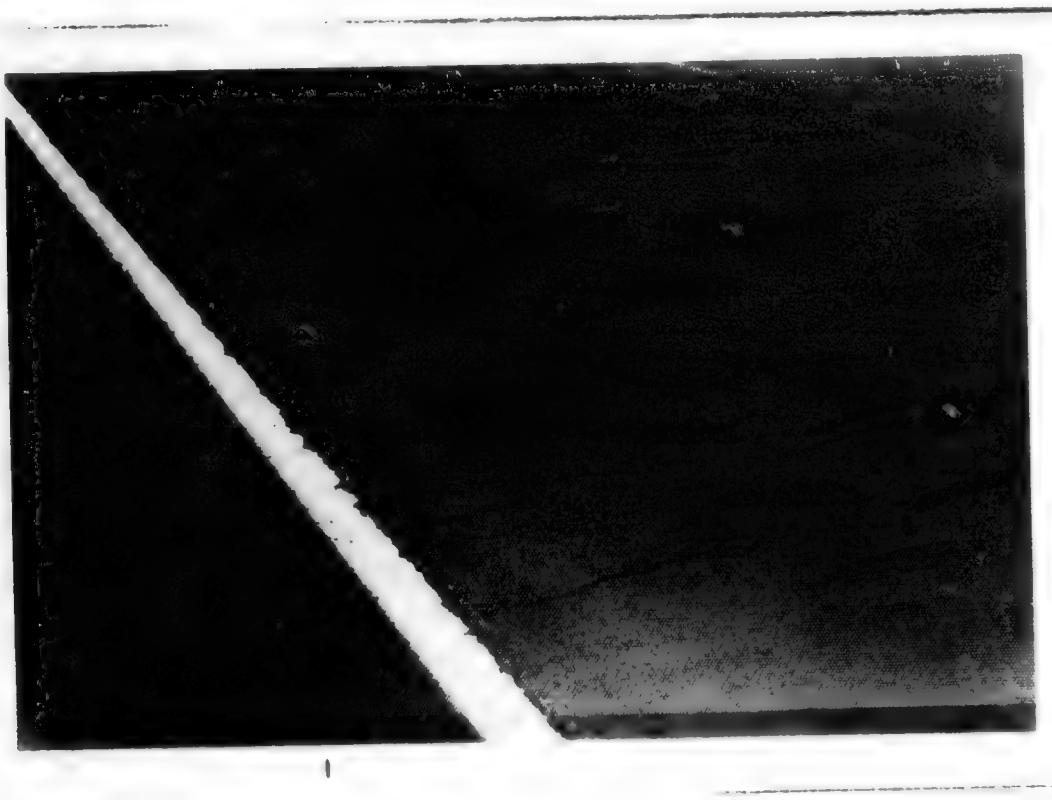
P.C.C. Pavement Conditions
Linn Co. Line-McKenzie River Sec.
Pacific Highway
Lane County
June 1973

37 - SB 197.47
View of large patched area at bridge end.

38 - NB 198.31
View showing rutting in wheel track.

P.C.C. Pavement Conditions
Linn Co. Line-McKenzie River Sec.
Pacific Highway
Lane County
June 1973

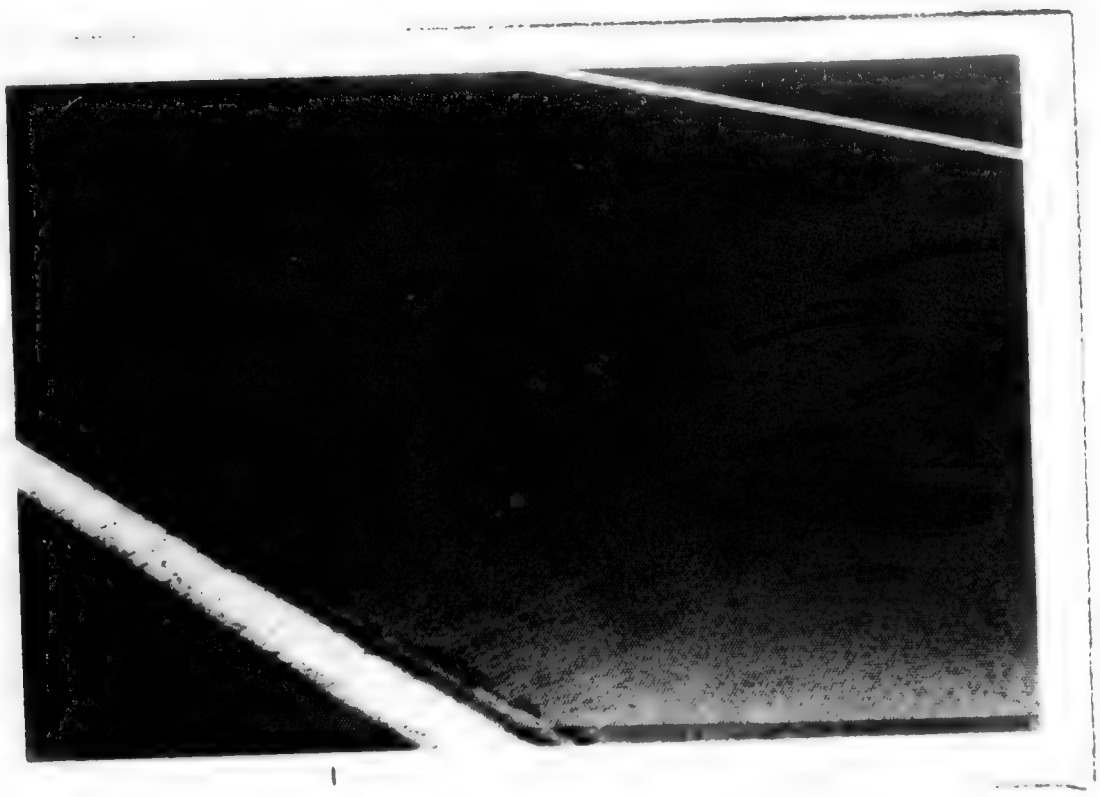
39 - NB 198.01
View of patch for spalling along joints. Note area in center of photo where spalling has started to develop.



40 - NB 199.24
View of typical cracking. Note small pothole just above transverse joint.

P.C.C. Pavement Conditions
Linn Co. Line-McKenzie River Sec.
Pacific Highway
Lane County
June 1973

41 - NB 199.24
Close up view of small pothole shown in Photo 40.



42 - NB 200.00
View of typical cracking.

P.C.C. Pavement Conditions
Linn Co. Line-McKenzie River Sec.
Pacific Highway
Lane County
June 1973

43 - NB 200.46
View of patched area. Note the longitudinal cracks developing in both directions from patched area.

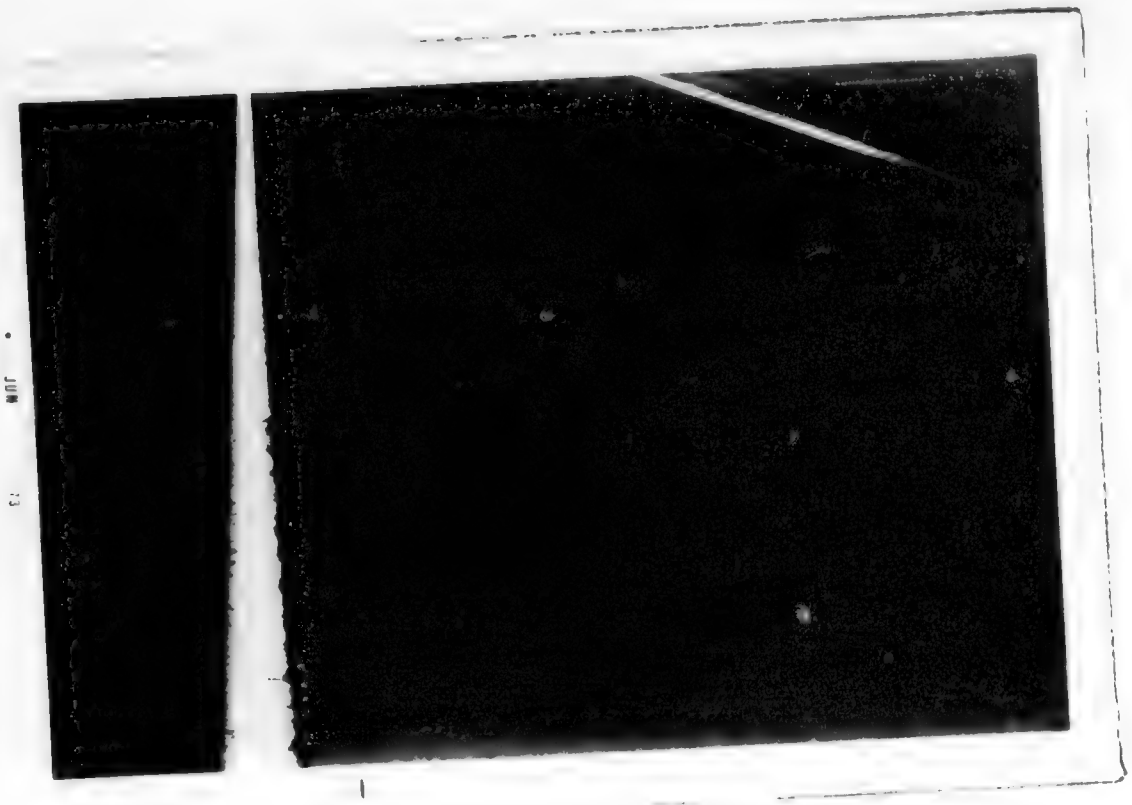
44 - NB 200.54
View of patched area.

P.C.C. Pavement Conditions
Linn Co. Line-McKenzie River Sec.
Pacific Highway
Lane County
June 1973

45 - NB 200.59
View of typical cracking.

46 - NB 200.89
View of spalled area.

P.C.C. Pavement Conditions
Linn Co. Line-McKenzie River Sec.
Pacific Highway
Lane County
June 1973



47 - NB 201.01
View of typical cracking.

48 - NB 201.28
View of typical cracking.

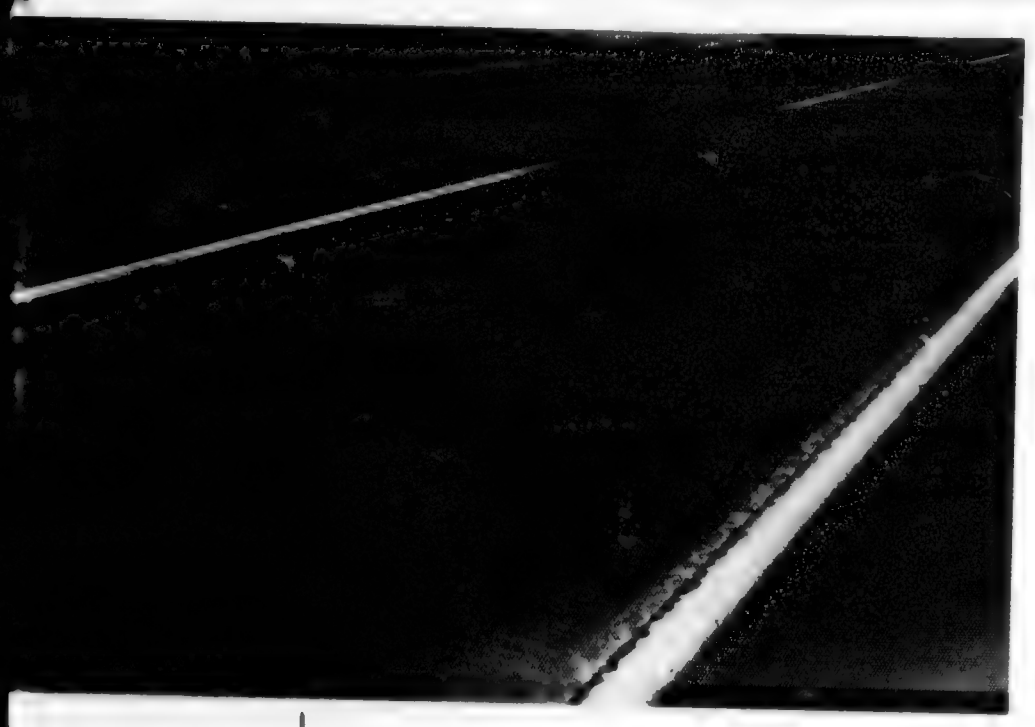
P.C.C. Pavement Conditions
Linn Co. Line-McKenzie River Sec.
Pacific Highway
Lane County
June 1973

49 - NB 201.64
View of typical cracking.

50 - NB 202.09
View of spalled area.

P.C.C. Pavement Conditions
Linn Co. Line-McKenzie River Sec.
Pacific Highway
Lane County
June 1973

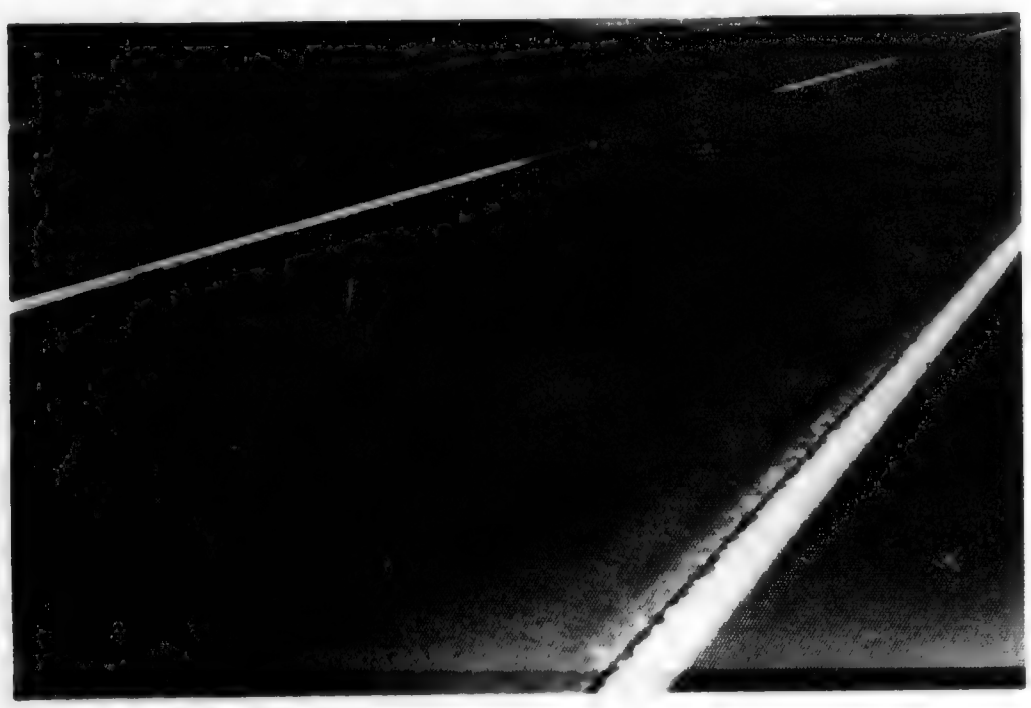
51 - NB 202.21
View of typical cracking.



52 - NB 202.45
View of typical cracking.

P.C.C. Pavement Conditions
Linn Co. Line-McKenzie River Sec.
Pacific Highway
Lane County
June 1973

51 - NB 202.21
View of typical cracking.



52 - NB 202.45
View of typical cracking.

P.C.C. Pavement Conditions
Linn Co. Line-McKenzie River Sec.
Pacific Highway
Lane County
June 1973

53 - NB 202.85
View of typical cracking.

54 - NB 203.11
View of typical cracking.

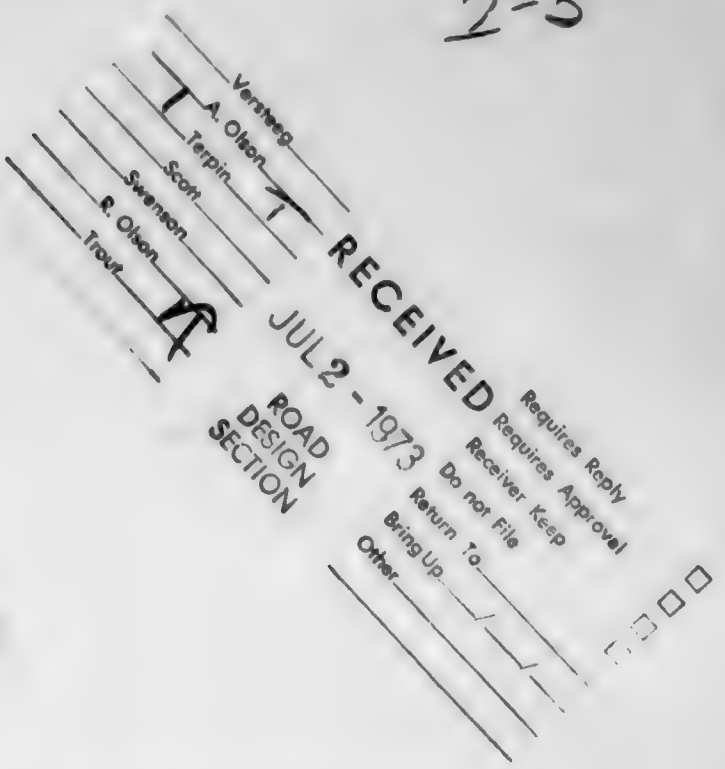
P.C.C. Pavement Conditions
Linn Co. Line-McKenzie River Sec.
Pacific Highway
Lane County
June 1973

photo not printed

55 - NB 203.20
View of typical cracking.

56 - NB 203.48
View of typical cracking.

I-5



Salem, Oregon

June 26, 1973

J. H. Versteeg, Road Design Engineer

W. W. Reed, Senior Designer

Linn County Line-McKenzie River Section
A. C. Overlay of Existing P.C.C. Pavement

In accordance with your instructions a review of the originally submitted state request for approval of an asphaltic concrete overlay of the subject section and the subsequent denial by the FHWA through its Division office has been made. It was noted the denial made no address of the request support data but instead was based solely upon a policy statement contained in the "Instruction Manual for Preparation and Submission of the 1974 Estimate of the Cost of Completing the Interstate System". Paragraph 5, page 28, section III, is restated here for convenience.

"Costs related to additional stages of construction of existing pavements are to be included in the estimate only for flexible types. Added stages of construction for portland cement concrete pavements should not be included even if they had been included in previous estimates, since we are unable to establish a basis of eligibility for structural overlays of rigid pavements under IM 21-1-67. As mentioned elsewhere, thin overlays of rigid pavements may be eligible under IM 21-3-68."

That the policy hereby stated is of recent formulation appears attested to in the phrase, "...even if they had been included in previous estimates,...". The tacit admission herein being that state and federal administrators have in the joint preparation of previous estimates discerned no distinction of eligibility between the two pavement types. Nor does another examination of the available instructions and memorandums from the FHWA appear to fault that earlier interpretation.

IM 21-1-67 obviously employs the term "pavement" generically as the opening paragraph of the memorandum in stating the then B.P.R. intent is all encompassing quote, "... that the pavement on the Interstate System be at a high level of serviceability both during and at the end of the construction program authorized...". Additional examples of the memorandum's generic use of the terms "pavement" and "pavement structure" are too numerous to quote but the first sentence in paragraph 7 does merit particular attention. Underscoring was added.

> "Accordingly, the State Highway Departments should make condition examinations in calendar year 1967 of all sections of pavement structures that were authorized for construction prior to October, 1963, with FAI participation."

Further confirmation of the generalized nature of IM 21-1-67 is provided in that it was supplemented four months later by Circular Memorandum dated May 9, 1967, which details specifically design periods and design years of program eligibility. It further details criteria for determining eligibility in which it individually treats both flexible and rigid pavements. It is incomprehensible by what rationale the FHWA has arrived at the contradictory position of employing the authority of IM 21-1-67 and its CM supplement as a basis of eligibility for flexible pavement on the one hand while, on the other hand, denying the address to rigid pavement structures by the same IM and the CM supplement. That IM 21-1-67 was promulgated in response to the intent and direct instruction of Congress is contained in paragraph 3 which reports the recognition of the 1975 design year limitations adverse effect on some basic facilities. "Recognition of this situation resulted in the amendment in October 1963 of Section 109(b), Title 23, U.S.C." which in no respect excepted from consideration for eligibility any basic facility by reason of kind.

Based on the foregoing review of the pertinent material and related events certain conclusions appear warranted. One, the presently avowed policy of the FHWA in denial of structural overly of all existing P.C.C. pavement is unsupported in presently documented policy and is basically inconsistent with both Congressional and D.O.T. statements of intent and two, the arbitrary pronouncement of the policy without adequate supportive development data from cooperative consultation with the affected State highway departments may be contrary to Congressional decree.

Directly resultant from the preceding conclusions is the speculative thought that the policy is predicated on economic considerations only with no discernible address to the needs of the Interstate System in this particular respect. That the federal government has so far unsuccessfully defended legally its recent fund impounding policies and in view of the potential costliness of a national program of P.C.C. overlays, the thinking is reluctantly drawn to the possibility of executive circumvention of Congressional program spending through administrative decrees of dubious merit.

No recommendations are made as to what recourse the State may resort to obtain relief but the national character of the policy pronouncement appears to indicate the necessity of concerted action by all states through either AASHO or the courts.

WWR:jh

8116

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 13, 1973

In reply refer to: 10-35-EC/114.1

acc 9-5 Hen

SUBJECT: Additional Obligational Authority

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

This will confirm our June 13 conversation with your Office Engineering Section concerning the $2,446,000 increase in Interstate obligational authority granted by our June 7, 1973 memorandum.

Since the Linn County to McKenzie River Section project cannot be advanced to contract, this obligational authority is withdrawn and the funds are returned to the FHWA Region 10 office.

G. L. Green

RECEIVED
STATE HWY ENGR
JUN 14 '73
REFER TO
FOR
Info | Invest | N/D | O/R | Sign | Ret | File
✓ | | | | | ✓ |

6-15-73
Copy young

1

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I-5

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
June 12, 1973

To: J. H. Versteeg
Design Engineer
Salem

SUBJECT: PCC Pavement
Linn Co., McKenzie River Section
Pacific Highway

Attached is a sketch and various pictures relating to the subject section of highway and our attempt to justify the installation of longitudinal perforated drainage pipe during the upcoming safety project.

The subject section of highway lies in a rather low lying area which might be aptly described as swampy, at least from the county line to Coburg Interchange. Mr. Mayfield, Resident Engineer, advises he recommended raising the grade through this section to get above the water table but his recommendation was not received favorably.

The problem, of course, is that the outside lane of the southbound lanes has deteriorated almost since construction was completed and is now so distressed and distorted that it was necessary for maintenance forces to go in and do full depth patching in the summer of 1972. The pavement has continued to break up during the past year and it will probably be necessary for maintenance forces to again patch this fall. Pictures 12-27 indicate the present condition of the southbound slab. The northbound lanes has not as yet shown the distress of the southbound lanes, but signs of longitudinal cracking are starting to appear and I feel that it is only a matter of time until it is in the same condition.

In discussing this problem with various individuals and recounting my own observations during the past year there are three things which appear to have combined to cause the problem; PCC of questionable quality; inadequate pavement design; water trapped between slab and base.

Versteeg U
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout K

RECEIVED
AUG 22 1973
ROAD DESIGN SECTION

Bring up
Other

GPO 82475-724

(1) Poor PCC: I am told that aggregate which went into the PCC mix was coated with a film of dirt which could have affected the bond between aggregate and cement lowering the "bridging" strength later needed.

(2) Inadequate Design: It does not appear that on 8" slab and 3" of crushed rock was adequate to carry the heavy traffic we have today over this low lying area.

(3) Water Trapped Under Slab: The base material under the slab and shoulders was compacted so tightly that water which gets under the slab through expansions, cracks, etc. cannot escape. This has led to slab rocking and pumping of the subgrade and finally, the failure of the PCC. Picture 1 taken during the "72" repairs shows an example of water found under slabs.

During the "72" repairs french drains were installed at the locations patched. To allow only water accumulating under the slab to escape. Each trench had to be jack-hammered through the base material under the A.C. shoulder, an indication of how tightly it was compacted. The location of these drains are shown on the attached sketch and some of them are depicted in pictures 2-11. Most of these drains ran water all winter and some even up to several weeks ago. Picture 5 shows the pumping of base aggregate up between the slab and shoulder which writer happened upon following a shower in April.

It was originally the recommendation of the Region that an overlay of at least the southbound lanes plus longitudinal drainage be considered in the upcoming safety project. However, the FHWA has not looked favorably on the overlay which might have alleviated the problems as regards items 1 and 2 above, thus it becomes imperative that longitudinal drains be installed to preserve the condition of the PCC until an overlay can be constructed. In addition, the standard safety job of filling in the median and flattening the outside slopes will probably raise the water table making the water problem worse.

In determining where longitudinal perforated drain pipe should be installed writer offers the following recommendations with greatest priority on the last:

(1) Pipe be installed along both northbound and southbound lanes from end of PCC to Coburg Interchange - This is all a low lying area with a high water table. Although most of the broken PCC is in the southbound lane north of Muddy Creek, writer feels that pipe should be provided along both slabs throughout this section to prevent further deterioration.

(2) Pipe be installed along both northboud and southbound lanes from end of PCC to Muddy Creek - Much the same reasons as above. Much of the southbound slab in this section is broken and installation along northbound would prevent deterioration.

(3) Pipe be installed along southbound lane from end of PCC to Muddy Creek - Same as above.

(4) Pipe be installed along southbound lane in areas outlined in red on attached sketch - These areas were logged by writer on 6/8/73 and are the worst cracked and broken areas, and are generally those where maintenance forces patched in 1972. These areas have shown a demonstrated need for drainage relief.

W. G. Anhorn
District Engineer

cc: Alfred Shirley
attachments

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
June 12, 1973

SUBJECT: PCC Pavement
Linn County Line-McKenzie River
Section
Pacific Highway #1 (I-5)

To: J. H. Versteeg
Design Engineer
S A L E M

Attached is a sketch and various pictures relating to the subject section of highway supporting our justification for installation of longitudinal perforated drainage pipe during the upcoming safety project.

The subject section of highway lies in a rather low lying area which might be aptly described as swampy, at least from the county line to Coburg Interchange.

The current problem is that the outside lane of the southbound lanes has deteriorated almost since construction was completed and is now distressed and distorted to the point that it was necessary for maintenance forces to go in and do full depth P.C.C. patching in the summer of 1972. The pavement has continued to break up during the past year and it will probably be necessary for maintenance forces to again patch this fall. Pictures 12-27 indicate the present condition of the southbound slab. The northbound lanes have not as yet shown the distress of the southbound lanes, but signs of longitudinal cracking are starting to appear and I feel that it is only a matter of time until it is in the same condition.

In discussing this problem with various individuals and recounting my own observations during the past year there are three things which appear to have combined to cause the problem: PCC of questionable quality; inadequate pavement design; water trapped between slab and base.

(1) PCC Quality: I am told that aggregate which went into the PCC mix was coated with a film of dirt which could have affected the bond between aggregate and cement lowering the "bridging" strength later needed.

(2) Design: It does not appear that an 8" slab and 3" of crushed rock is adequate to carry the heavy traffic we have today over this low lying area.

(3) Water Trapped Under Slab: The base material under the slab and shoulders was compacted so tightly that water which gets under the slab through expansions, cracks, etc. cannot escape. This has contributed to slab rocking and pumping of the subgrade and finally, the failure of the PCC. Picture 1 taken during the 1972 repairs shows an example of water found under slabs.

During the 1972 repairs french drains were installed at the locations patched to allow only water accumulating under the slab to escape. It was necessary to jackhammer each trench through the base material under the A.C. shoulder, an indication of how tightly it was compacted. The location of these drains is shown on the attached sketch and some of them are depicted in Pictures 2-11. Most of these drains ran water all winter and some even up to several weeks ago. Picture 5 shows the pumping of base aggregate up between the slab and shoulder which writer happened upon following a shower in April.

It was originally the recommendation of the Region that an overlay of at least the southbound lanes plus longitudinal drainage be considered in the upcoming safety project; it has become imperative that longitudinal drains be installed to preserve the condition of the PCC until or unless an overlay can be constructed. In addition, the standard safety job of filling in the median and flattening the outside slopes could possibly raise the water table making the water problem worse.

In determining where longitudinal perforated drain pipe should be installed, writer offers the following recommendations with greatest priority on the last:

(1) Pipe be installed along both northbound and southbound lanes from end of PCC to Coburg Interchange - This is all a low lying area with a high water table. Although most of the broken PCC is in the southbound lane north of Muddy Creek, writer feels that pipe should be provided along both slabs throughout this section to prevent further deterioration.

(2) Pipe be installed along both northbound and southbound lanes from end of PCC to Muddy Creek - Much the same reasons as above. Much of the southbound slab in this section is broken and installation along northbound would prevent deterioration.

(3) Pipe be installed along southbound lane from end of PCC to Muddy Creek - Same as above.

(4) Pipe be installed along southbound lane in areas outlined in red on attached sketch - These areas were logged by writer on 6/8/73 and are the worst cracked and broken areas, and are generally those where maintenance forces patched in 1972. These areas have shown a demonstrated need for drainage relief.

W. G. ANHORN
District Engineer

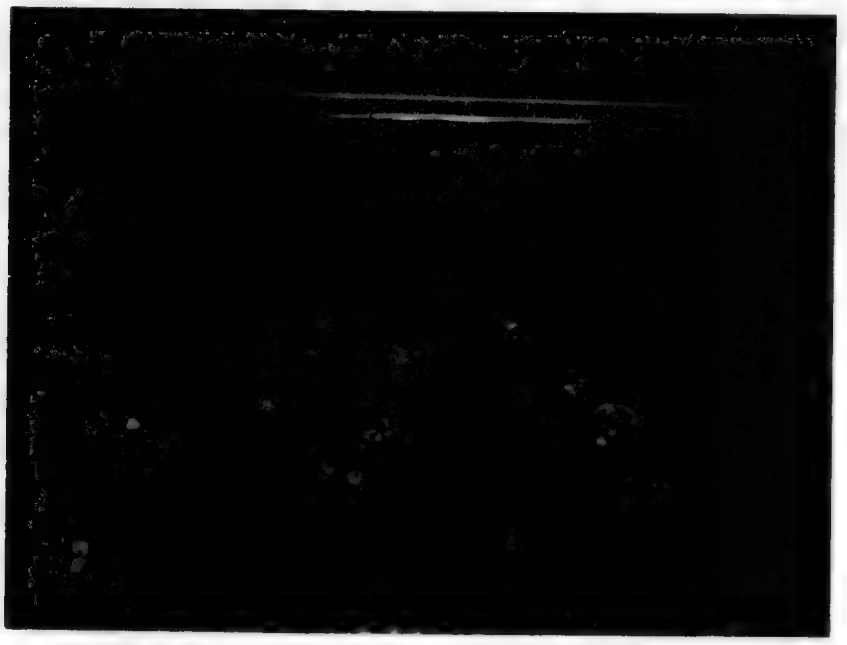
WGA/cw
Attach.

cc Alfred Shirley, Jr.

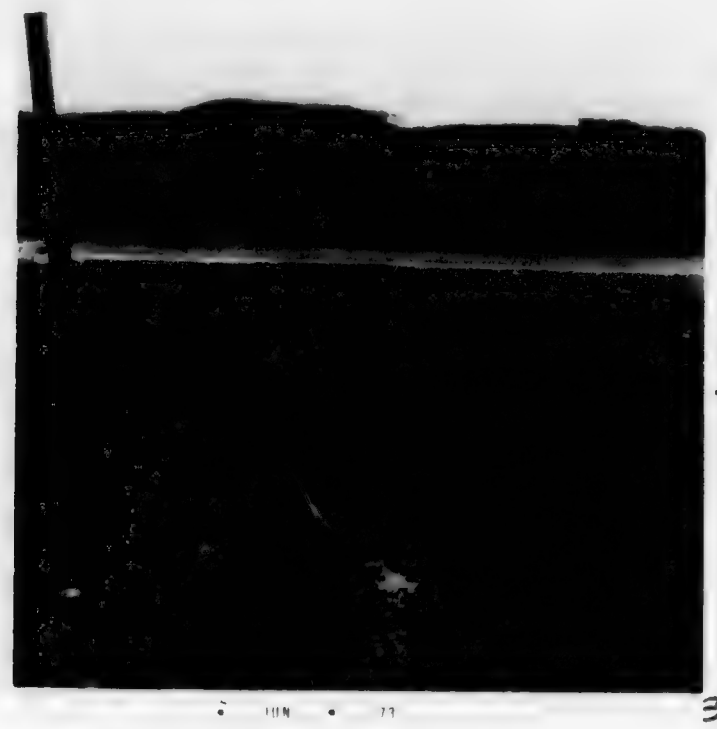
1

Water trapped under slab.
Picture taken during
pavement repairs 6/12/72

2



French drain from P.C.C.
Pavement at M.P. 202.07
Picture taken 6/11/73



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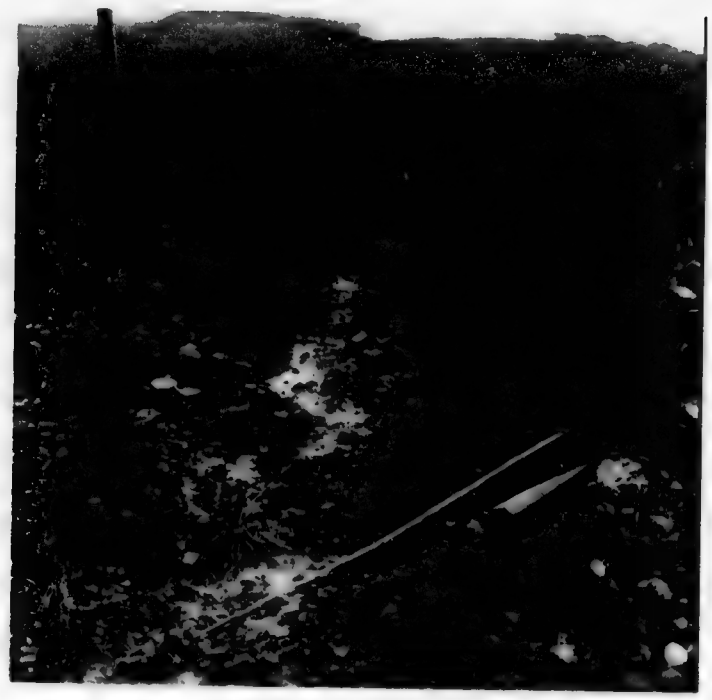

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PIPE DRAIN AT

M.P. 202.06

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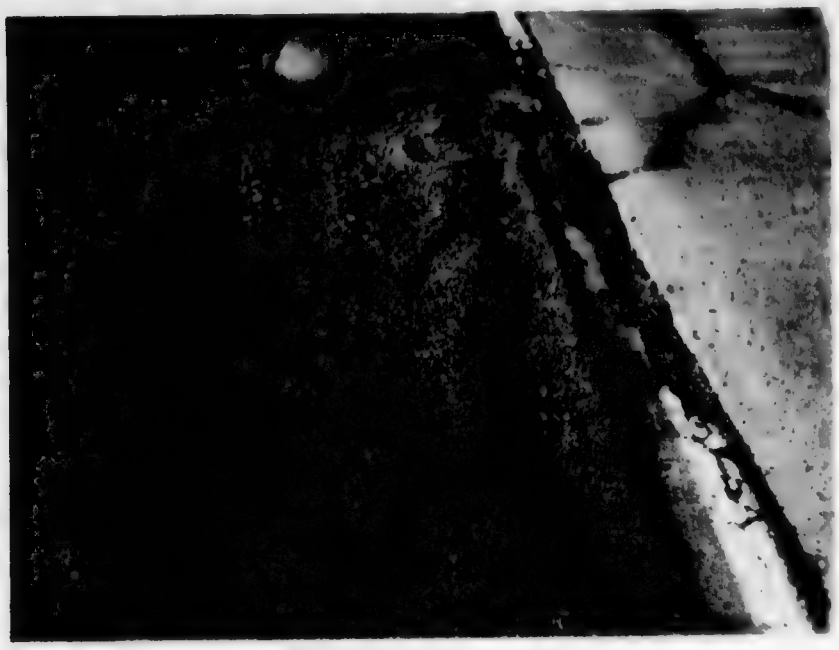
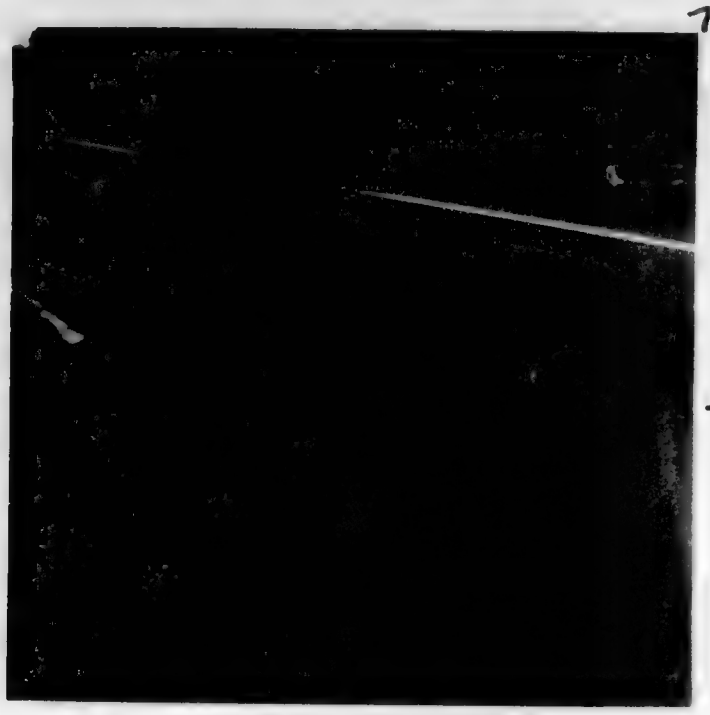


Base material pumped from under slab
following shower in April 1973.
Picture taken 4/3/73 at M.P. 201.92

6

P.C.C. pavement condition
at M.P. 201.92.
Picture taken 6/11/73.

7



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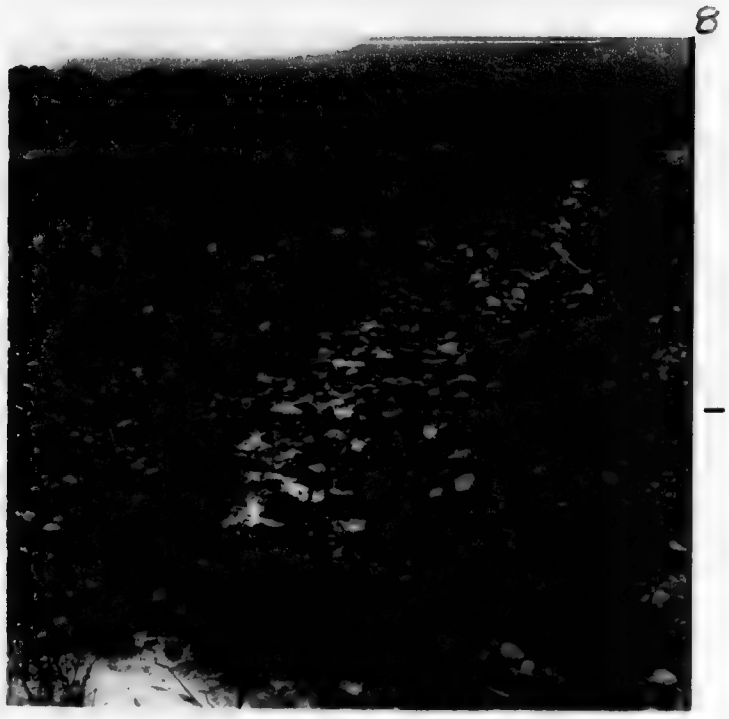

PCC PAVEMENT & FRENCH DRAIN AT M.P 201.92

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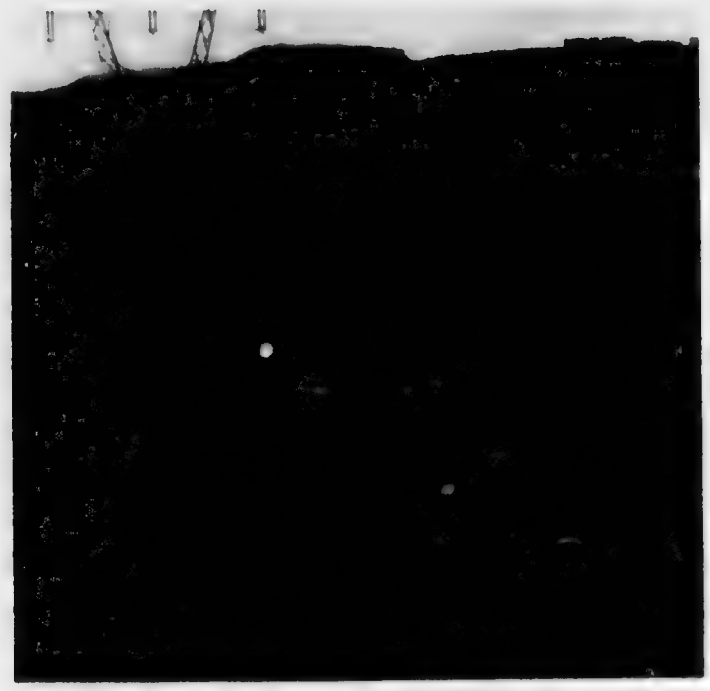

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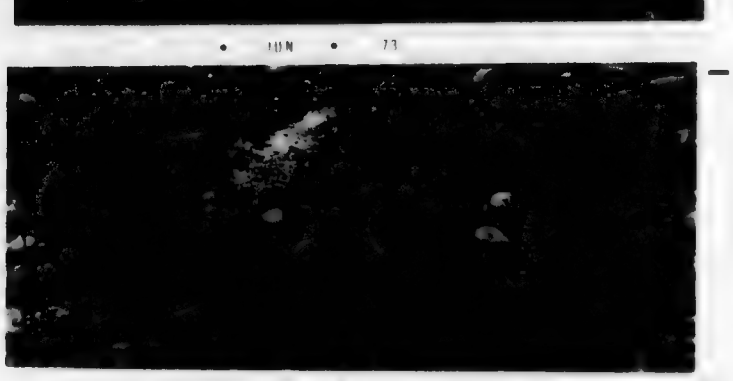

M.P 201.09

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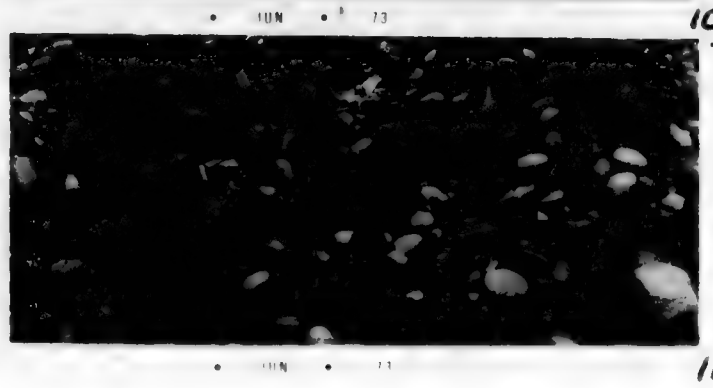

M.P 201.08

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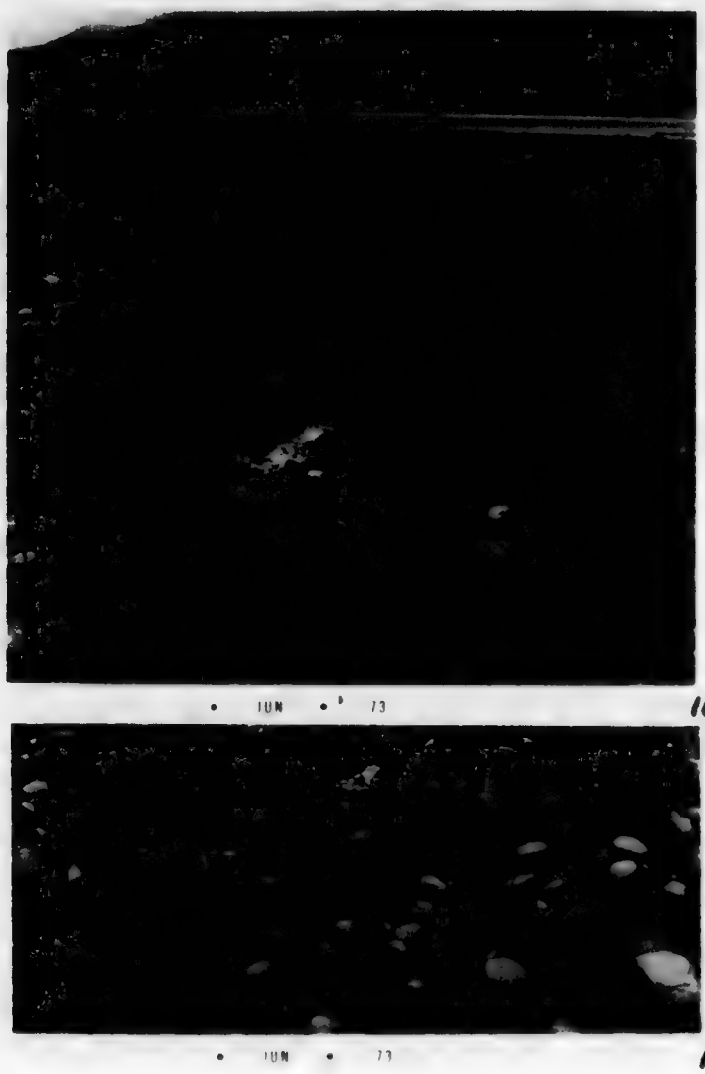
FRENCH DRAINS FROM PCC PAVEMENT

M.P. 201.12



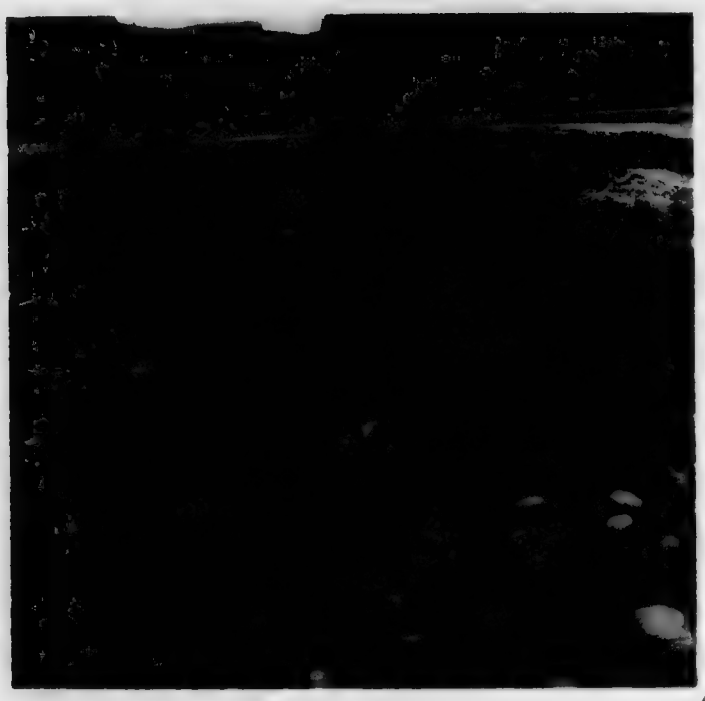
M.P 201.09

M.P 201.08

FRENCH DRAINS FROM PCC PAVEMENT

M.P. 201.12

M.P. 201.09



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FRENCH DRAINS FROM PCC PAVEMENT

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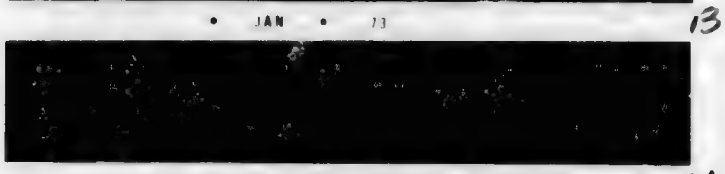

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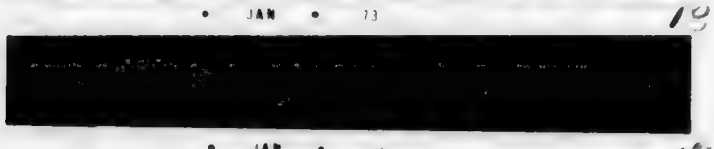

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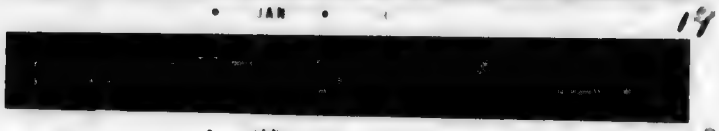

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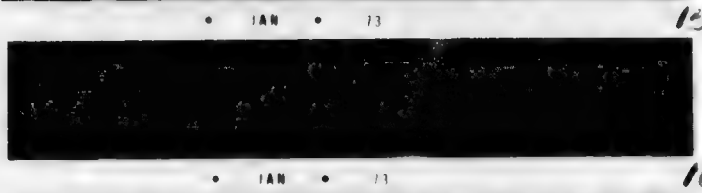

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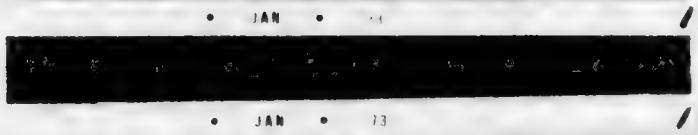

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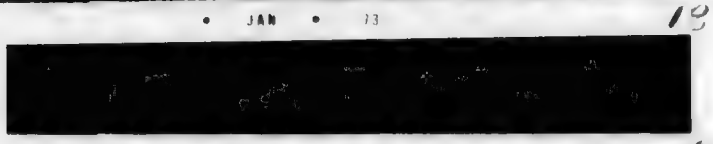

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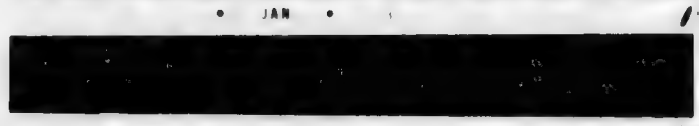

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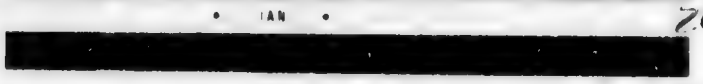

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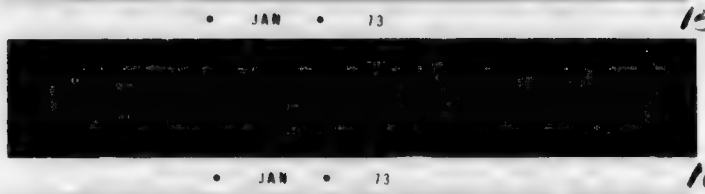

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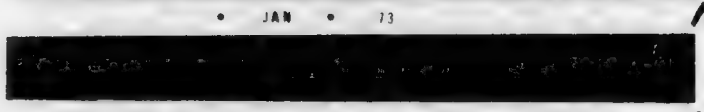

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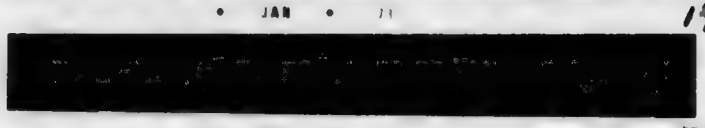

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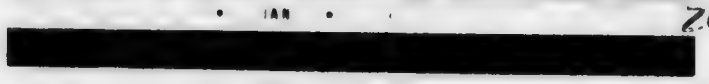

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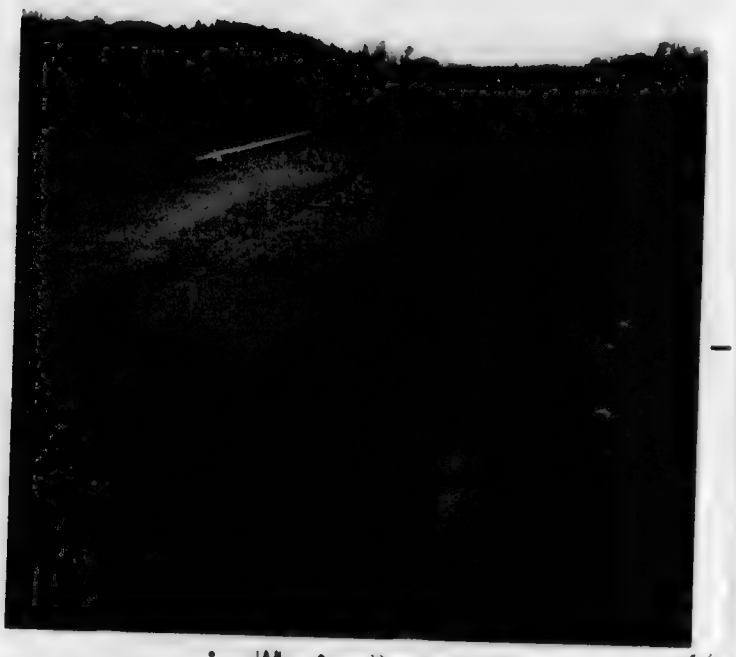

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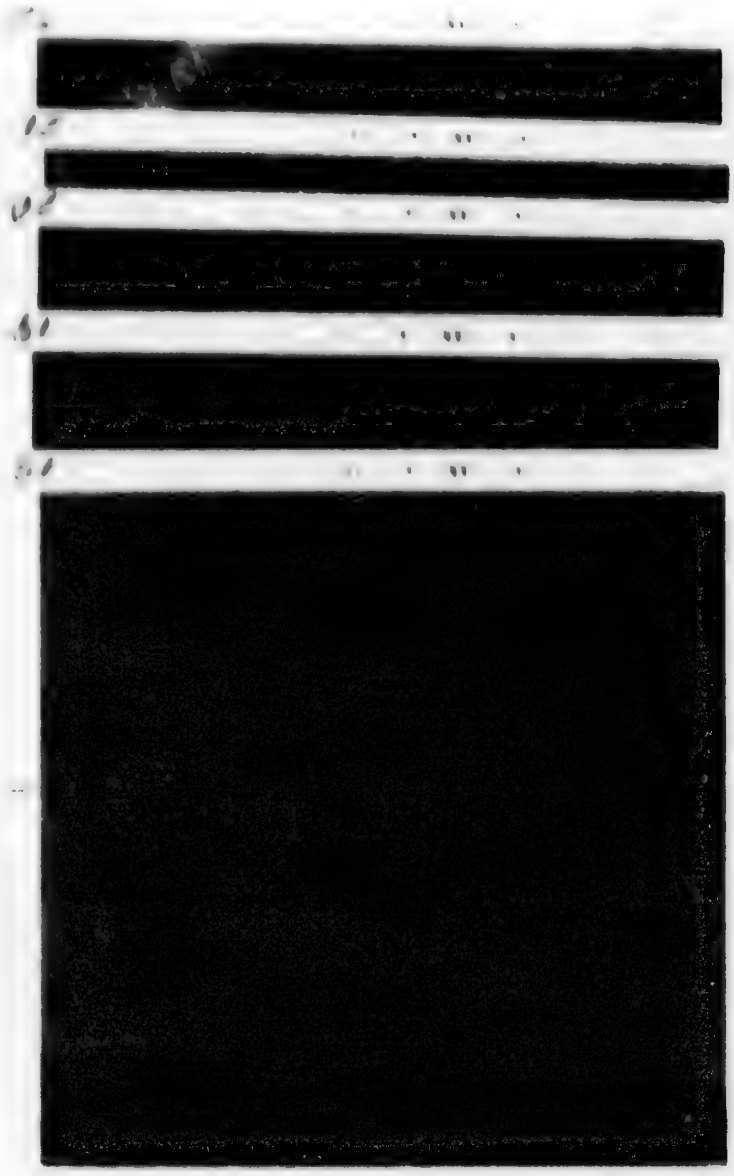

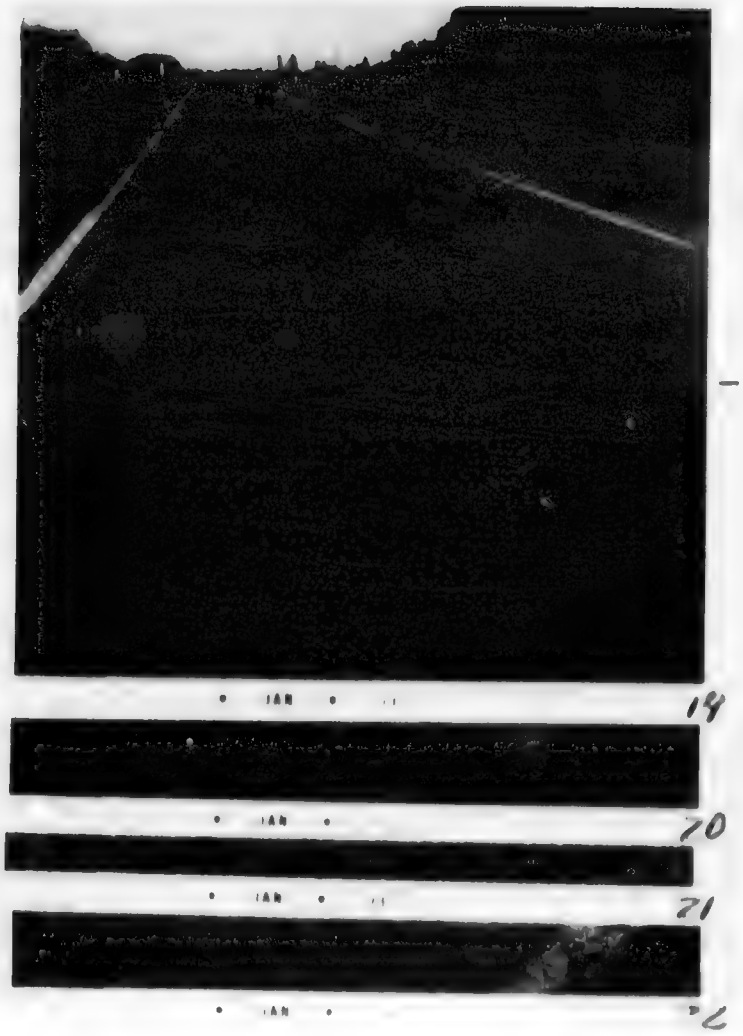
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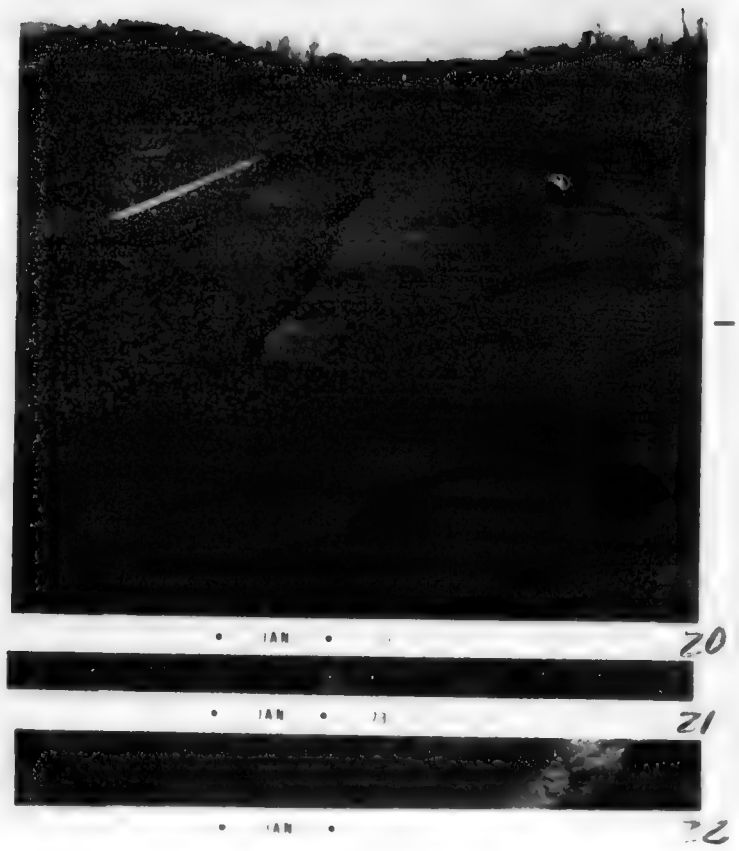
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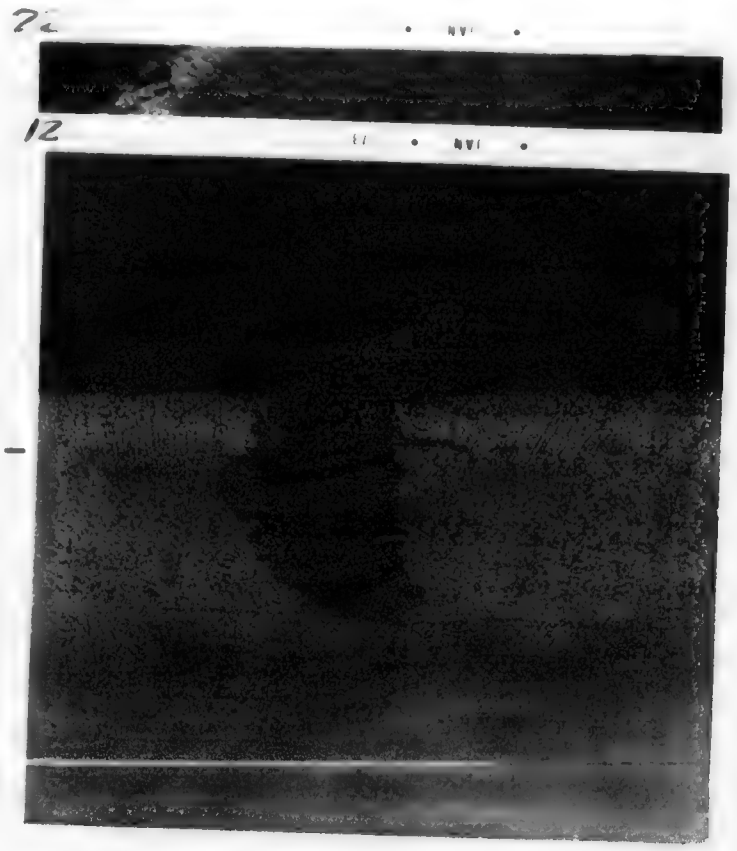

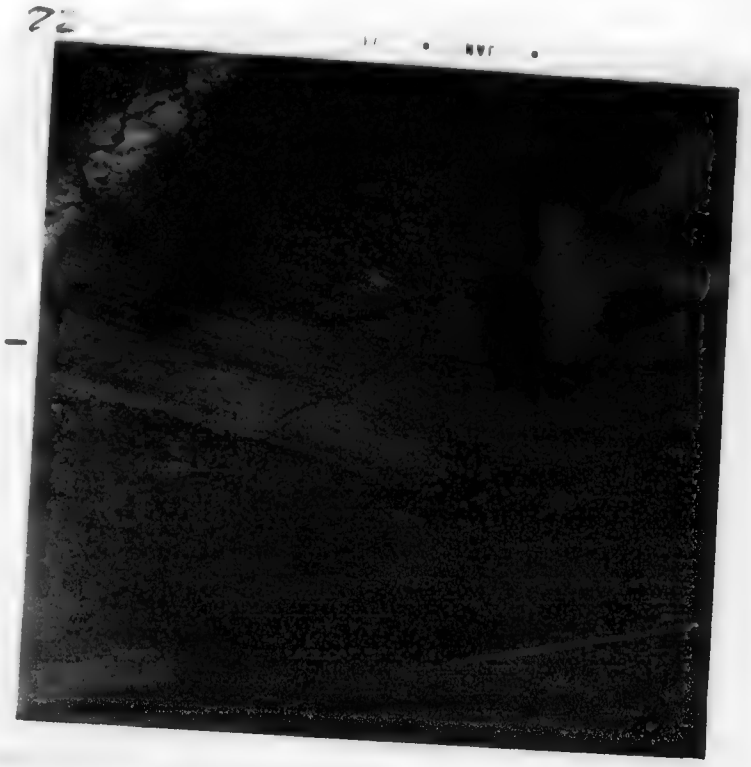

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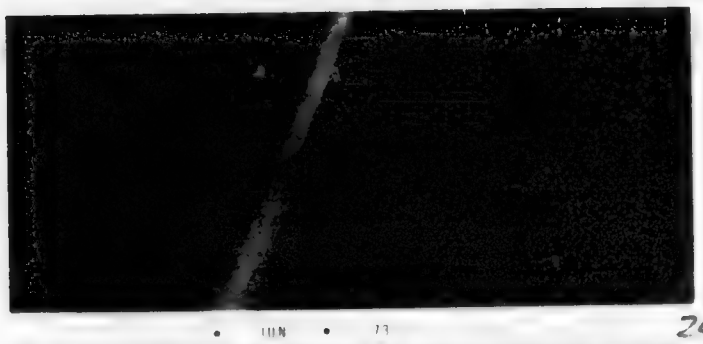
M.P 202 06



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M.P 201.08

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JUN • 73

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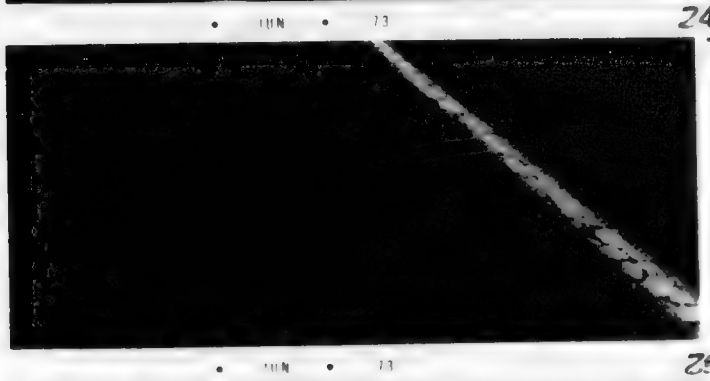

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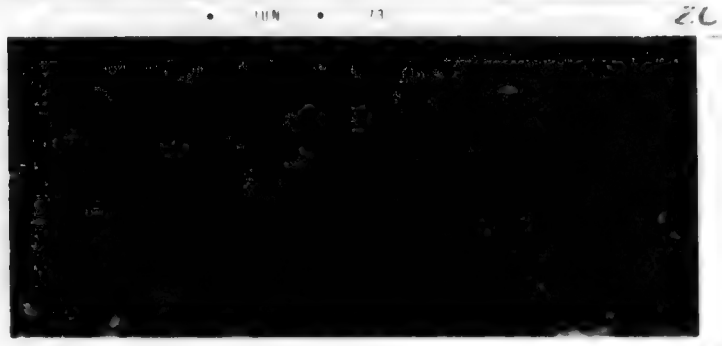

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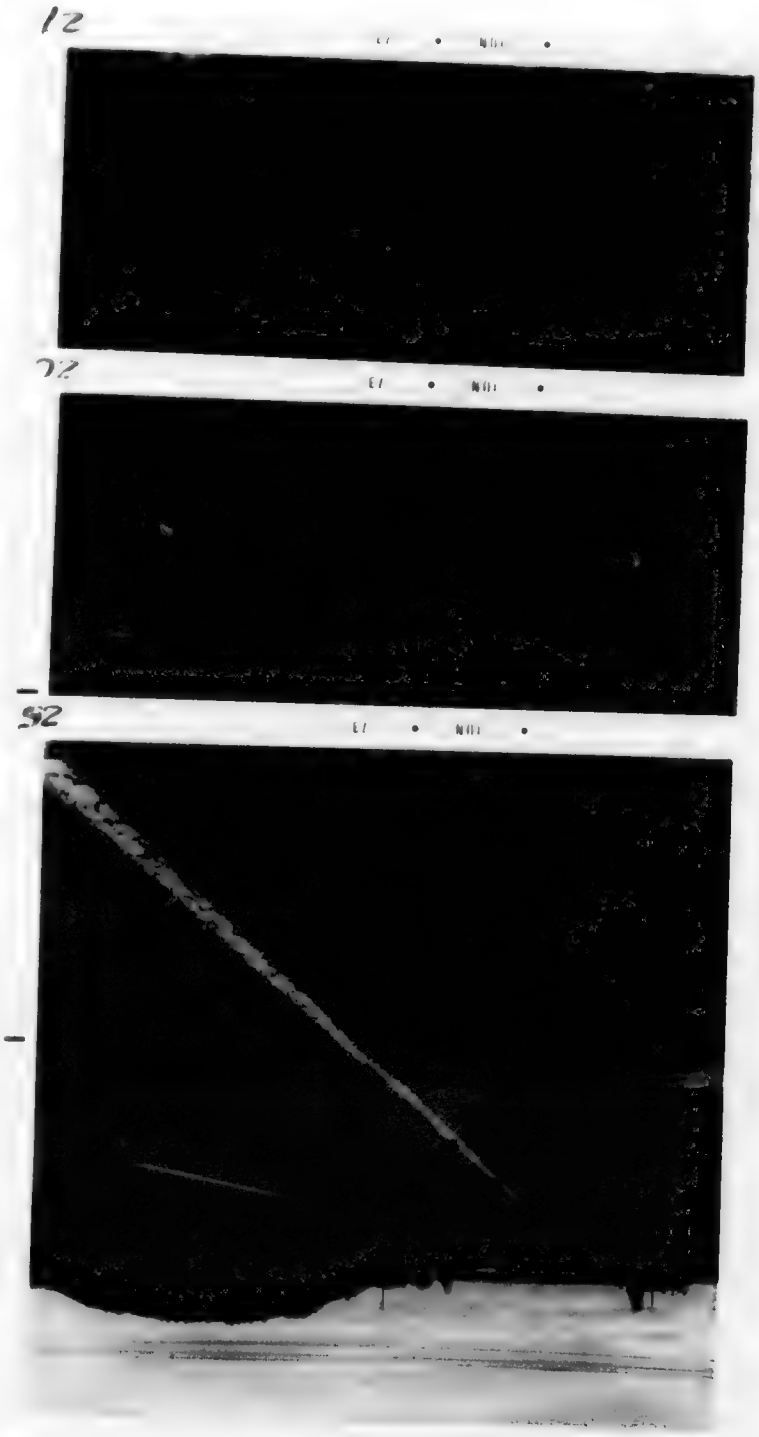

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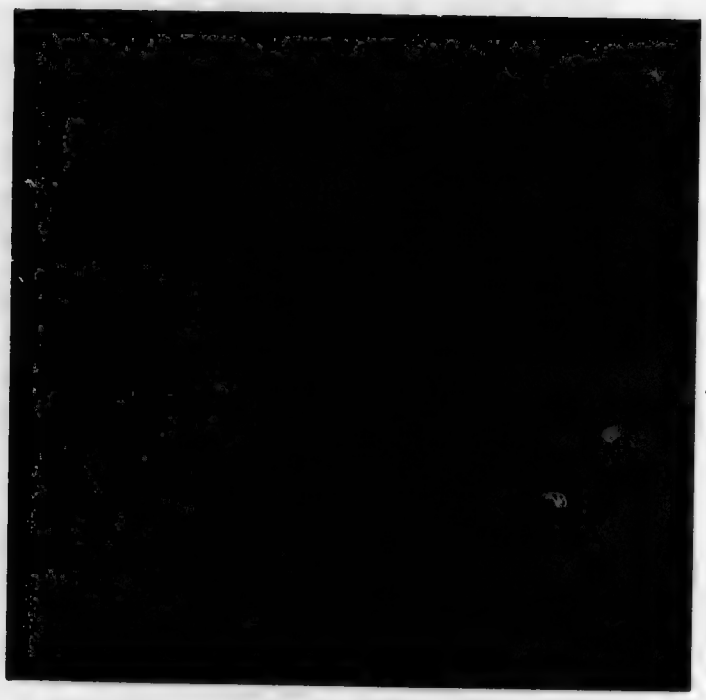

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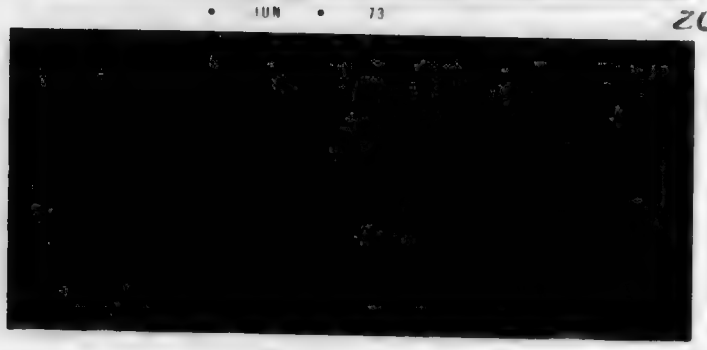

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M.P. 202 06

M.P. 202.06

M.P. 201.08

• JUN • 73

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M.P 201.08

N.3

M.P. 200.47

FET:jh

I-5

ROUGH DRAFT

Salem, Oregon
June 8, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: Linn County Line-McKenzie River
Section
Pacific Highway
Lane County

The PCC pavement on the subject section has been experiencing failures in the right hand or truck lanes.

These failures are due principally to the under-design of the pavement structure and to a soft wet subgrade.

When repairing these failures, maintenance forces have invariably found water in base rock and a wet subgrade. Upon placing subgrade drainage at the location, the subgrade has dried up eliminating the problems associated with a wet subgrade.

We propose, as a means to correct the condition, to install, as shown on the enclosed typical section, a perforated drain pipe at the edge of the PCC pavement. The estimate to perform this work is approximately $700,000.

May we have your approval to perform this work.

Very truly yours,

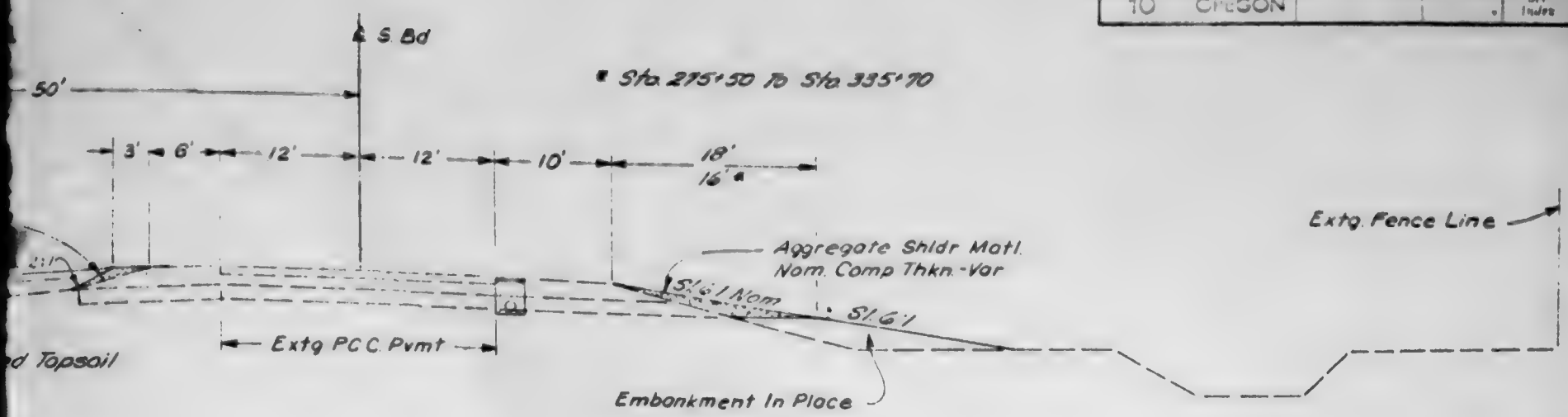
George M. Baldwin
Administrator of Highways

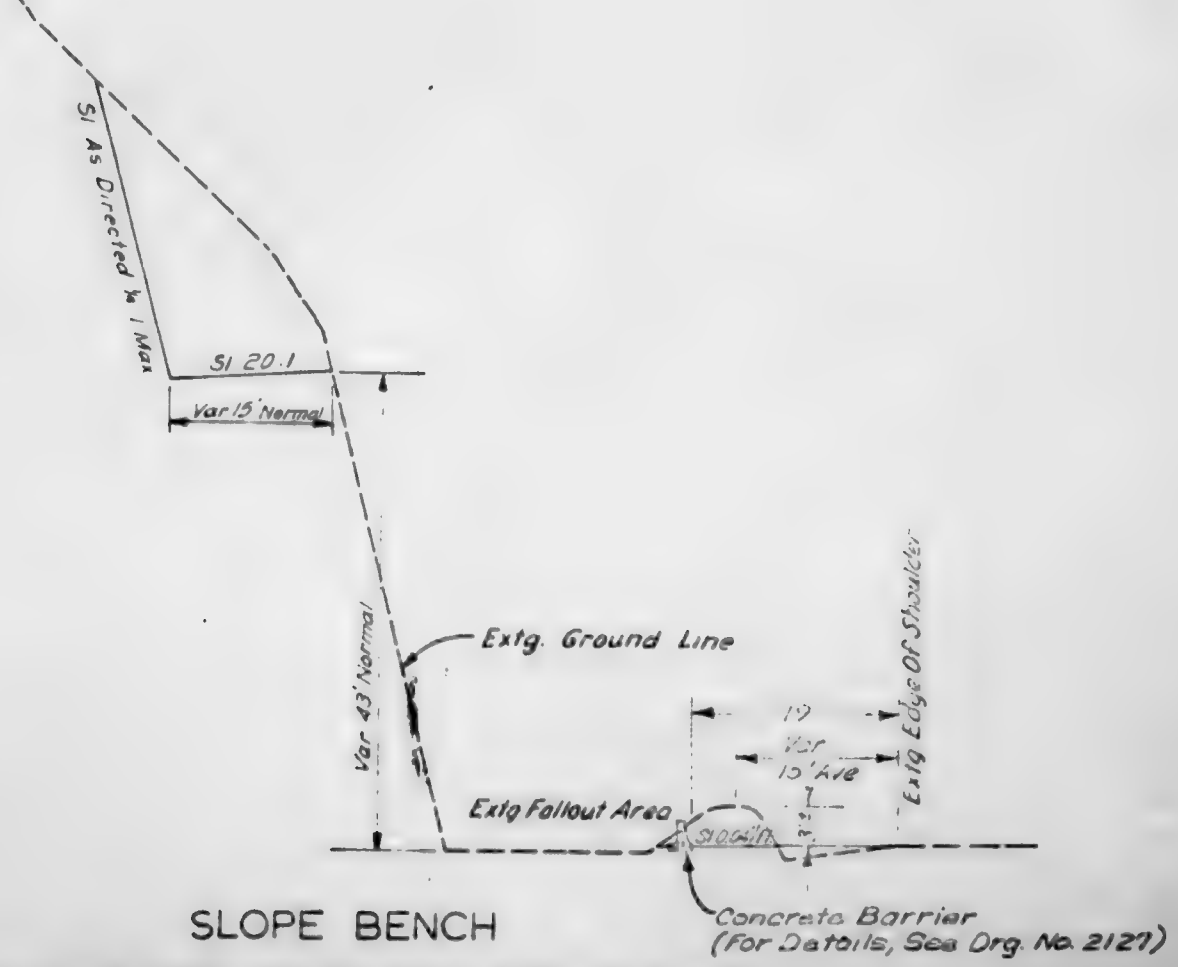
FET:jh

RECEIVED
JUN 8 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NW

LINN CO. LINE-McKENZIE RIVER SEC. PACIFIC HIGHWAY LANE COUNTY				SHEET No. 2
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			SEE INDEX



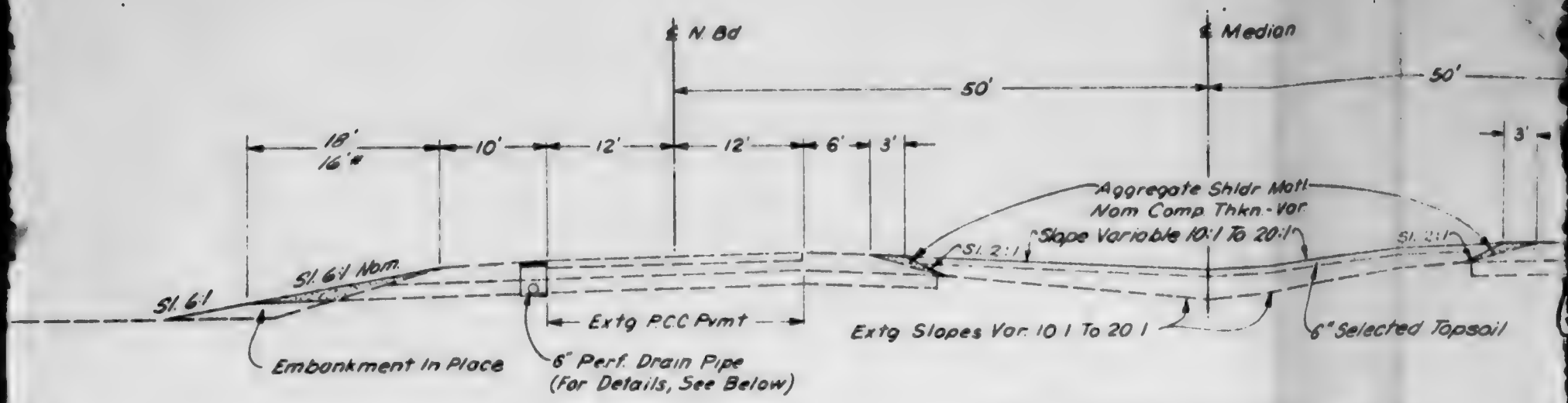


SLOPE BENCH

STA. "NB" 325+00 To STA. "NB" 333+50

Sills, Butts

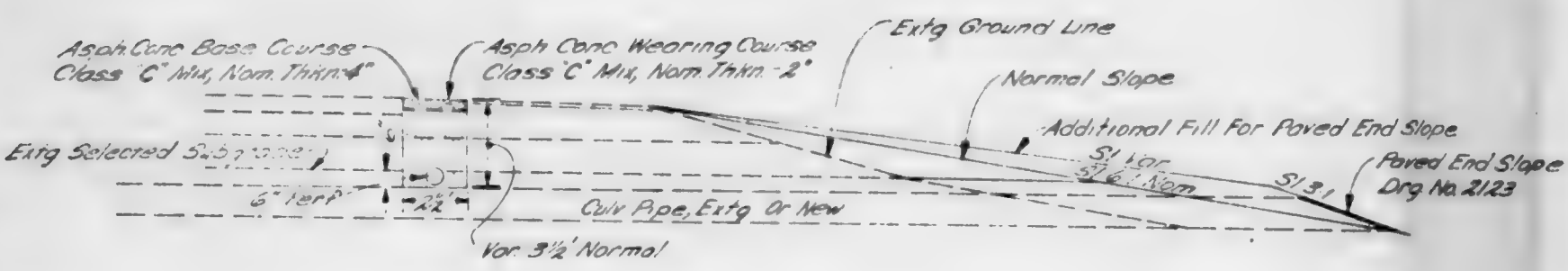
TYPICAL SECTIONS

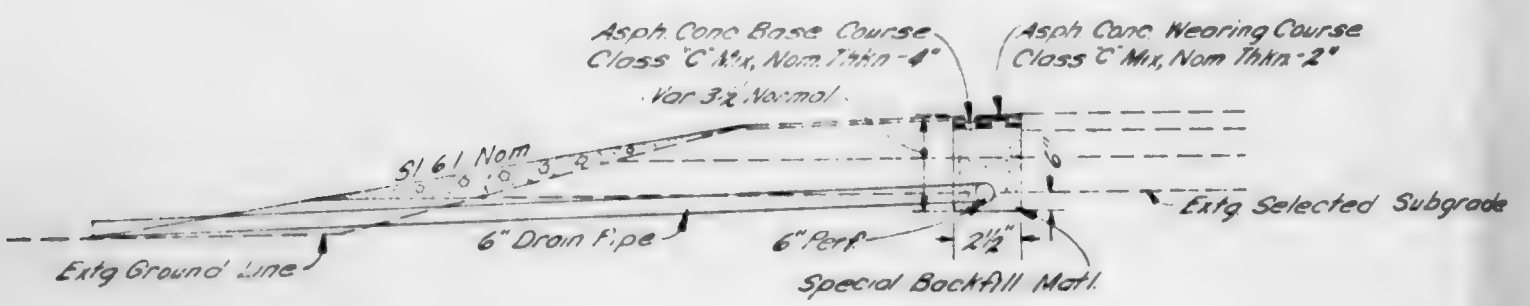


STA. 13+00 To STA. 335+70

EXISTING SURFACING MAIN ROADWAY

STA To STA	BOTT CRSE BASE	SEL SUBGRADE MATERIAL
13+00 275+50	12"	16"
275+50 335+70	9"	15"





PERFORATED DRAIN PIPE INSTALLATION

I-5

ROUGH DRAFT

Salem, Oregon
June 8, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: Linn County Line-McKenzie River
Section
Pacific Highway
Lane County

A rock bluff (Egge Point) with steep slopes is creating a safety hazard to the public. Loose rocks continually scale off the sloped surface and fall into a moat and onto the highway.

As a means to eliminate this safety hazard it is proposed to remove (by benching) approximately 8,800 cubic yards of material. Enclosed are prints of the proposed typical section.

On those occasions when maintenance personnel must clean the fall out area it is necessary to close one northbound lane thereby creating a hazard to the public and themselves. The proposed revision will eliminate this hazard.

May we have your approval to perform this work.

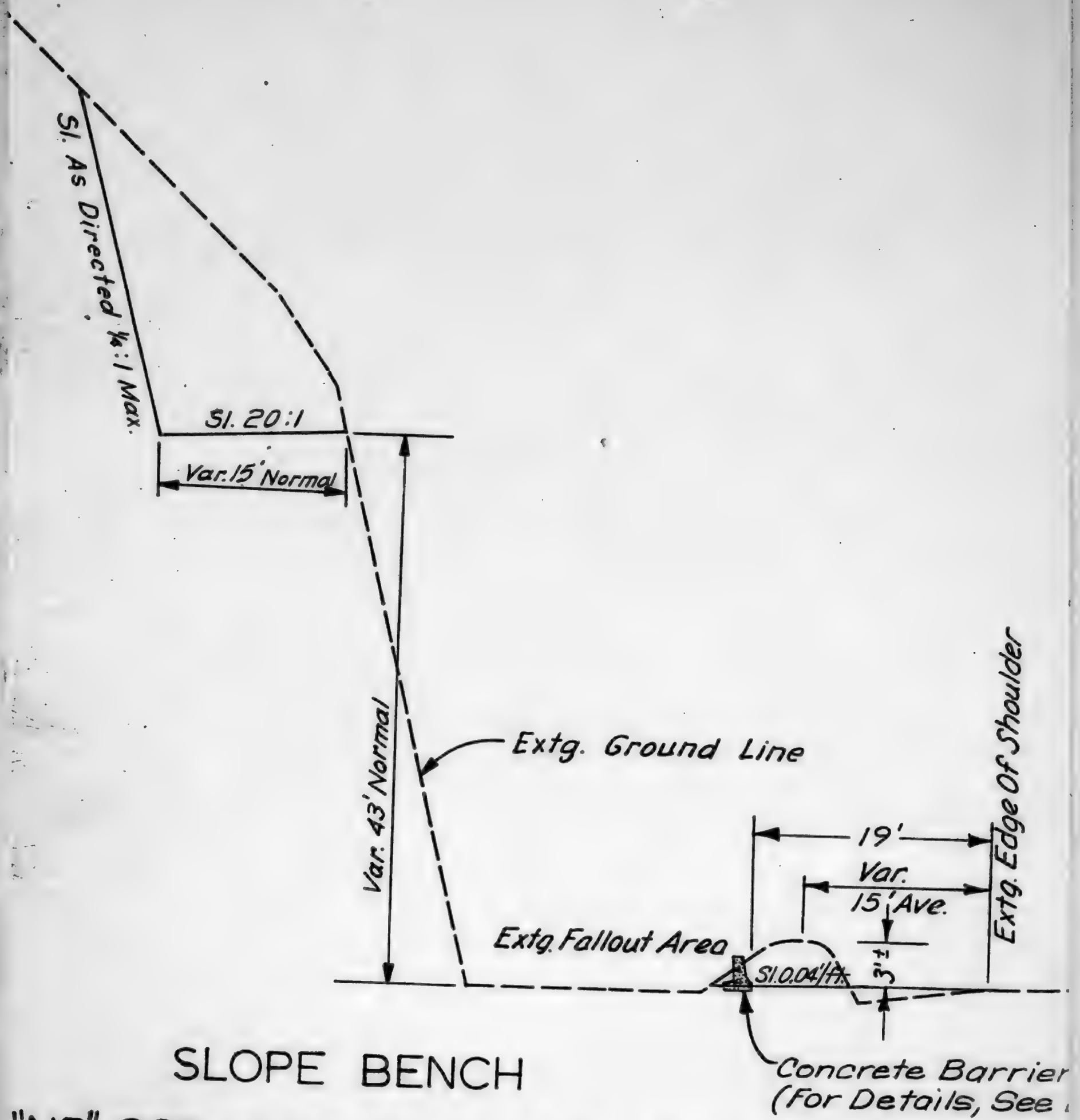
Very truly yours,

George M. Baldwin
Administrator of Highways

FET:jh

RECEIVED
JUN 8 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NW



SLOPE BENCH

"NB" 325+00 To STA. "NB" 333+50

8116

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 10, 1973

In reply refer to: 10-35-DB

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-4(-)193
Linn County Line-McKenzie River Section
Pavement Overlay

By April 27, 1973 letter, Mr. E. S. Hunter requested approval to construct a 5 inch structural overlay on the above section of freeway. The existing facility consists of 8 inches of reinforced portland cement concrete pavement placed over an untreated aggregate base. The pavement was placed in the early 1960's being financed with Interstate funds.

Our current policy will not allow use of Interstate funds to construct a structural overlay on a PCC pavement which was originally financed with Interstate monies. Our most recent guidelines as contained in the "Instruction Manual for Preparation and Submission of the 1974 Estimate of the Cost of Completing the Interstate System", Section III, page 28, states:

> "Costs related to additional stages of construction of existing pavements are to be included in the estimate only for flexible types. Added stages of construction for portland cement concrete pavements should not be included even if they had been included in previous estimates, since we are unable to establish a basis of eligibility for structural overlays of rigid pavements under IM 21-1-67."

We have also contacted our Washington office Pavement Design Branch and have been informed that this policy is being rigidly enforced nationwide.

Based on the above we are unable to approve financing the requested overlay with Interstate funds.

NOTED
E. S. HUNTER

RECEIVED
MAY 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
MAY 14 '73
REFER TO
TAA
FOR
Info | Invest | R/D | D/R | Sign | Act | File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

April 27, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Linn County Line-McKenzie River
Section
Pacific Highway (I-5)
Lane County

We request your concurrence in an asphaltic concrete overlay project on the subject section of Interstate 5 which we feel is eligible for Interstate funding under IM 21-1-62, IM 21-1-67, and Circular Memorandum dated May 9, 1967, subject: "Additional stage construction on pavement structures constructed or authorized to be constructed prior to October, 1963." We also request your approval to include the overlay in the proposed safety project scheduled for contracting in July, 1973.

The pavement design used for this section, Project No. I-5-4(29)198 constructed in 1959, was for the normal 20-year traffic projection. This projection did not anticipate the great increase in truck traffic which at present is 17 percent of the total traffic with 77 percent of this truck traffic being 5-axle units. Due to the increased heavy traffic and the light surfacing design, we do not expect the present surfacing to last through the design period.

An inspection by our engineers in June, 1970 revealed widespread transverse, longitudinal, diagonal, and radial cracking patterns. The exact cause of this deterioration could not be determined, however, is obvious that the surfacing design is not adequate for loadings experienced. Further inspection and laboratory tests conducted in January, 1973 indicated a need for a 5-inch asphaltic concrete overlay to insure that the pavement will remain serviceable throughout the 1959-1979 design period. See attached report.

The cracking and breakup of the surfacing has gone beyond the point where normal maintenance can cope with the problem and in addition the maintenance cost curve indicates that we can expect a continuing annual increase in maintenance costs. Over the past three years the cost for patching on this section has averaged about $12,000 per mile. Previously, patching costs for the section averaged only $30 per mile. We have not computed costs to the public caused by traffic delays during maintenance patching but we feel that it is considerable, not to speak of the serious safety hazards created for both motorists and maintenance crews.

A 5-inch overlay, if included in the scheduled safety project, would increase the total project cost by $1,400,000. A delay of five years in the overlay project may necessitate a complete, new project estimated to cost approximately $2,250,000.

It is with these considerations in mind that we request your approval to include the overlay in the forthcoming safety project.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment

DB:jp/ESH:jf

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe
L. H. Young

I-5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 12, 1973

SUBJECT: Borrow Site Exploration
Muddy Creek Borrow Pit
Linn Co. Line-McKenzie River Section
Pacific Highway
Lane County

To: D.W. Green
Resident Engineer
Eugene

Attached are the results of the requested back-hoe test pits dug on the subject property. A vicinity map is included to show the location of the test pits.

As shown on the attached hole logs, gravels were encountered at depths varying from 2-11'. Hole 8 did not encounter gravels, but the sand found in the bottom indicates that gravels probably occur a few feet lower. The gravels are typically 3"-0. They are somewhat dirty in the upper portion, but appear to get cleaner with depth.

The overburden soils appear to be quite variable both laterally and vertically as to soil type. As shown on the attached hole logs, it would be difficult to develop a typical soil section since the variety of soil types is different in each hole. There appears to be a tendency to have clay or silty clay soil types forming the upper portion of the overburden soil.

REFERRED TO

Cole		Reed	
Eriksen		Sample	
Hager		X Watson (W)	
Return	X	Forward	☐
Discuss	☐	File	☐

BY FINAL DESIGN ENGINEER

cc: Region Engineer

Elliott Parker
Region Geologist
R D Halter

by: R.D. Halter
Assistant Region Geologist

CC: Frank Hall ✓ There is no topsoil here & not enough material for entire job. We think the Swango property is our best bet & after planning comm. approval will negotiate.

J.X.W.

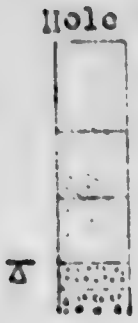
1 Hall U
A. Olson
2 Tobin T
3 Scott
4 Swenson
K. Olson KT

RECEIVED
APR 18 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Keep ☐
Do not File ☐
Return To
Bring Up
Other

Muddy Creek Borrow Pit
Linn Co. Line-McKenzie River Section
Pacific Highway
Lane County

Hole 1 - 407' Left Sta 188+96 Elev. 381.4



0-4' Moist, brown, silty clay.

4-6' Dark grey, silty clay. Forms a clay pan with a thin perched water table on top of this zone.

6-10' Brownish-grey, organic silt.

Hit water at 10'

10-11' Brown sand.

11-12' 3"-0 gravels.

Hole 2 - 285' Left Sta 186+32 Elev. 381.1

0-2½' Dark grey clay.

2½-10' 3"-0, partially cemented gravels. Minor amount of water seeping into this hole.

Hole 3 - 287' Left Sta 183+60 Elev. 381.8

0-2½' Brown, silty clay.

2½-3½' Brown silt.

3½-5½' Brown, silty sand.

Hit water at 5½'

5½-7' 3"-0 gravels. Material caved badly.

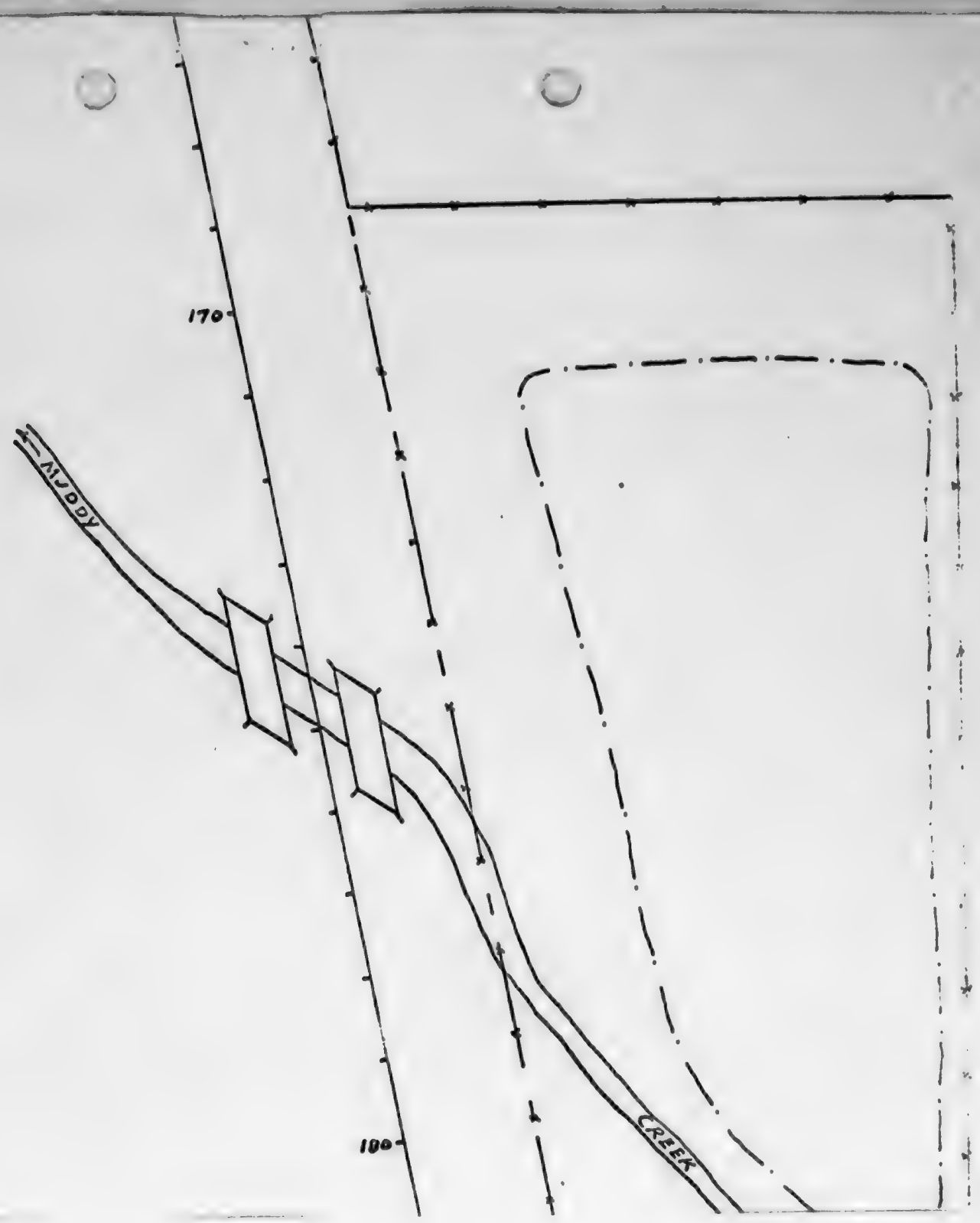
Hole 4 - 293' Left Sta 188+38 Elev. 381.5

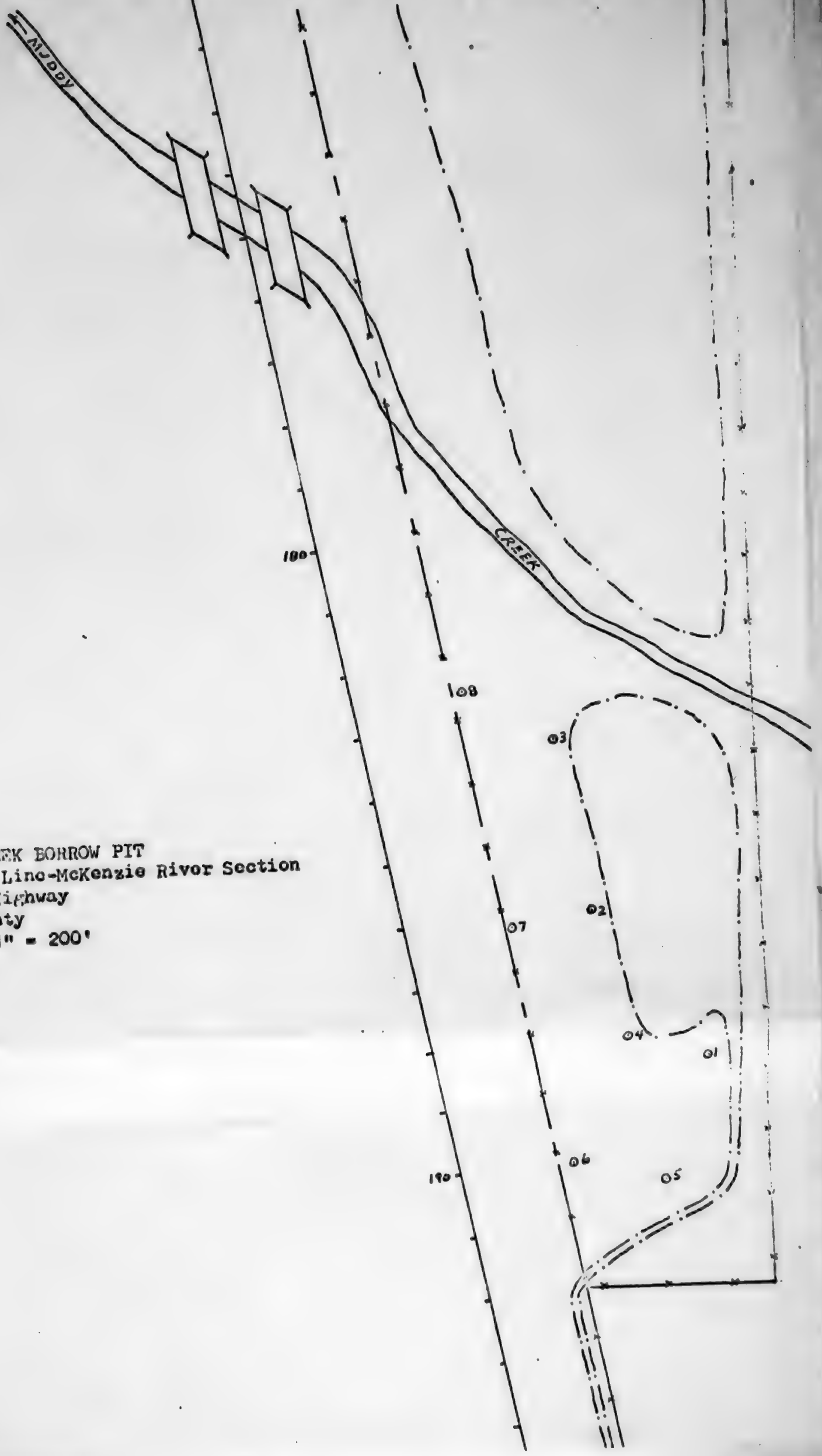
0-3' Brown, silty sand.

3-6' 3"-0 gravels, somewhat dirty.

Hit water at 6'

6-9' 3"-0 gravels.


170
MUDDY
100
CREEK



MUDDY CREEK BORROW PIT
Linn Co. Line-McKenzie River Section
Pacific Highway
Lane County
Scale: 1" = 200'

I-5

FORM S-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 5, 1973

To: Mr. Frank Hall
Design Engineer
S A L E M

SUBJECT: Egge Point Slide
Linn Co. Line-McKenzie River Sec.
Pacific Highway, MP 104.00
Lane County

Attention Frank Terpin

Attached is a report, photographic slides and roll of x-sections prepared by Elliott Parker, concerning the Egge Point Slide you have been waiting for. It is our recommendation to limit treatment to extending the existing bench throughout the rock face.

J. X. WILSON
Region Construction Engineer

JXW/cw
Attach.

cc Elliott Parker

1 Hall
A. Olson
2 Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
APR 6 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

NOTED
L. K. WATSON

FORM S-50 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 1, 1973

To: Memo to the File

SUBJECT: Egge Point Slide
M.P. 104.00 Pacific Highway
Lane County

I took a number of slides from various angles of the point - - noted that most of the material presently in the trench is from the zone between the bench and the trench. I also noted that a very large per centage of the "fall out" is from the high rock face beyond the southern terminus of the existing bench.

The existing bench has been very effective in catching fall out from the upper elevation. The designed width appears to be adequate if the "fall out" is removed more frequently. (See slides #12, #13, and #14. Note: The average size of the rock fragments is about three feet)

Cross sections were drawn from notes taken during the original construction - - the cross sections, visual observations, and the slide coverage, are the supporting data for the recommendations that follow.

OBSERVATIONS:

1. Present width of bench (about 30') appears to be adequate but periodic removal of the "fall out" is suggested to prevent the degree of accumulation shown in slides #12, #13, and #14.

2. The "fall" of material from the bench level to the trench level is a relatively rare occurance - - therefore, no intermediate level bench construction is recommended.

3. Flattening the natural slope above the cut which is above the bench does not appear to be feasible - - - therefore, the natural slope angle (appears to be about 2:1) that is shown in slides #12 and #13 is projected through the high rock exposure at the south end of the cut area.

4. Figures obtained from data on the cross sections are tabulated on the attached "Earth Work Computation". They indicate that the amount of rock to be removed extending the bench section through the cut to be about 8,780 cubic yards.

NOTED
L. K. WAGG

RECOMMENDATION: 1. Extend the bench section as shown on the attached cross sections.

2. Stockpile the material obtained from the cut, and the accumulation of "fall out" from the north end of the existing bench, at an appropriate place for future use as "protective material around the footings of the adjacent structure across the McKenzie River".

Please Note: The cross sections were taken before the "Trench Section' was constructed. Construction of the "Trench" did not result in changes in the high rock face, so the upper portion of the cross sections were used with out modificatio and the 2:1 slope (obtained from slides #12 & #13) was drawn in to complete the sections for computing the quantity of material to be removed by extending the thirty foot wide bench through the remaining high rock.

Elliott Parker

Elliott Parker
Region Geologist

cc:J. X. Wilson

NOTED
L. K. WATSON

FORM D-100

OREGON STATE HIGHWAY DIVISION

EARTH WORK COMPUTATION SHEET

SECTION _____

PREFIX NO. _____ HIGHWAY _____

CONTRACT NO. _____ LINE _____

SHRINK OR SWELL FACTOR _____

STATION		AREA		VOLUME		ADJUSTED FILL VOLUME	SUMMATION
		CUT	FILL	CUT	FILL		
330+50		6	0				
				320			
331		346					
				1,457			
+50		1228					
				2,474			
332		1444					
				2,407			
+50		1156					
				1,596			
333		568					
				526			
+50		0	0				

2114 3-73

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Linn County Line-McKenzie River
Highway: Pacific (FAR 81)
County: Lane
Prefix: 620-1929

Res. Engr
Approx. Length 6+ miles
Sta. 13+38.17± to Sta. 335+70±
Date 3-26-73

Mean Truck A.D.T. 1959-1979 2415
Traffic Coefficient 12.0
18 kip s. a. per day 1416.6

Annual Precipitation 44"±
Frost Penetration - - - -
CBR Total Requirement Not applicable.

(1) S.S.M. (2)

Typical Soil		Soil
38	LL	75
16	PI	42
58	%P 10	96
26	%P 200	92
42	% Gravel	4
8	% C Sand	0
24	% F Sand	4
16	% Silt	30
10	% Clay	62
34	R Value	6
A-2-6	AASHO Classif.	A-7-5

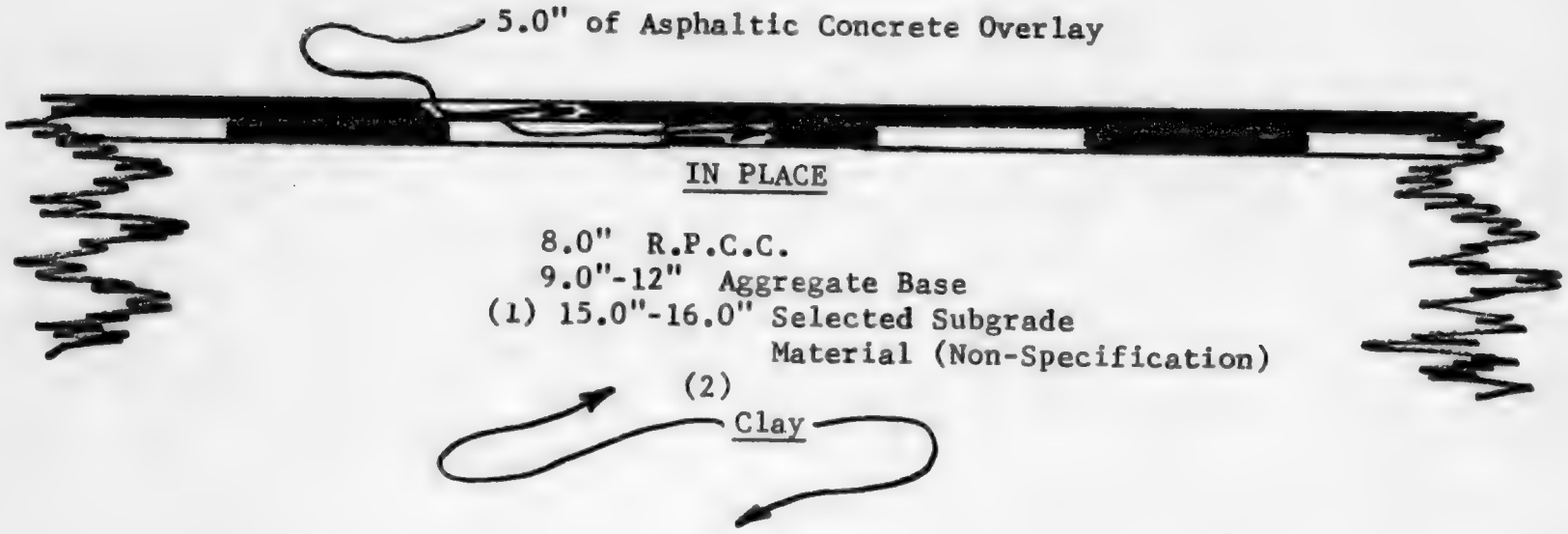
Materials Source:

To be determined by the Engineer.

Credit	Actual Thick.	Component

See Structural Section

STRUCTURAL SECTION



F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Asst. Planning Engineer

Submitted by E. F. Gray
Base Design Engineer

Recommended by J. C. Williams
Engineer of Materials and Research

Recommended by
Location Engineer

Approved by
Asst. State Highway Engineer

12

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 26, 1973

TO Victor D. Wolfe
Location Engineer

FROM C. J. Gregg
Base Design Engineer

SUBJECT
Overlay Recommendation
Linn County Line-McKenzie River
Pacific Highway (FAR 81)
Lane County

Report on the evaluation of Linn County Line-McKenzie River Portland Cement Concrete surfacing, placed in 1959.

Introduction:

The pavement design on this project was re-analyzed to determine the overlay thickness necessary to successfully complete the twenty-year design period. Our present design procedures and standard specifications on materials and mixes were compared to those used in 1959 to obtain the results shown in the analysis.

Analysis:

The "Project Base Design", A-1, for the section was originally for a nine-inch portland cement concrete slab with either nine or twelve inches of base material over fifteen or sixteen inches of selected subgrade material. This was changed to eight inches reinforced portland cement concrete, nine or twelve inches base, and fifteen or sixteen inches of selected subgrade material; the change is not reflected on the base design, but is shown on the "As Constructed" plans, A-2.

A condition survey of the subject section was completed in January, 1973, summary attached as A-3. Two holes were drilled, and the subgrade material, base, and portland cement concrete were sampled and laboratory tested. Reports are attached as A-4 through A-4-o. Below are the laboratory recommendations for the material:

Portland Cement Concrete Modulus of Rupture	=	470 psi
Base Material	=	1.0" CBE
Selected Subgrade Material	=	To be handled as a soil.

Using the above results, 1959-1979 traffic, A-5 through A-5-b, and the O.S.H.D. present design method for rigid pavements, failure of the structural section was indicated before the twenty-year design period was completed, A-6. Changing the design modulus of rupture to 525 psi, A-7, currently used for rigid pavement design, improved the percent of fatigue used, but failure was still imminent before completion of the design period. But, by adding five inches of treated base to the original structural section, the total percent of fatigue used was reduced to a value that would carry traffic successfully through the planned twenty-year design period, A-8 and A-8-a.

Conclusions and Recommendations:

Our study indicates under-design in the original computations of the structural section. To correct this deficiency, a five-inch asphaltic concrete overlay is recommended to adequately complete the 1959-1979 design period.

CJG:af
Attachments

R

SECTION Linn Co. Line-McKenzie River HIGHWAY Pacific (FAR 81)
COUNTY Lane DATE

				Credits	
Outside Lanes X	Inside Lanes	5.0"	A.C.	5.0"	
Load Safety Factor 1.3	"R" Value S.S.M. = 34	8.0"	R.PCC	8.0"	
Subbase Depth 12.0" Agg. Base (Max.)	C.T.B. Depth 5.0" (AC Overlay)	12.0"	Agg. Base	12.0"	
k-Values: Basement 100	Subbase 195 C.T.B. 400	___		___	
Compressive Strength 3950		___		___	
Modulus of Rupture(M.R.) 525	Total Depth P.C.C. 8.0"				

MAXIMUM ALLOWABLE PERCENT OF FATIGUE = 125

Axle Load Kips	Axle Load x L.S.F. Kips	Stress P.S.I.	Stress Ratio Stress P.S.I. / M.R.	Allowable Repetitions No.	Estimated Repetitions No.	Fatigue Resistance Used %
SINGLE AXLE LOADS						
35	45.5	365	0.70	2,000	167	8
34	44.2	360	0.69	2,500	315	13
32	41.6	345	0.66	6,000	315	5
30	39.0	330	0.63	14,000	215	2
28	36.4	315	0.60	32,000	215	1
26	33.8	300	0.57	75,000	431	--
24	31.2	280	0.53	240,000	1541	--
22	28.6	260	0.50	- - - -	- - -	--
20	26.0	---	----	- - - -	- - -	--
18	23.4	---	----	- - - -	- - -	--
TANDEM AXLE LOADS						
50	65.0	330	0.63	14,000	1146	8
48	62.4	315	0.60	32,000	1146	4
46	59.8	305	0.58	57,000	2775	5
44	57.2	295	0.56	100,000	3494	3
42	54.6	285	0.54	180,000	7431	1
40	52.0	275	0.52	300,000	6980	3
38	49.4	255	0.49	- - - -	- - -	--
36	46.8	---	----	- - - -	- -	--
34	44.2	---	----	- - - - -	- - -	--
32	41.6	---	----	- - - -	- - -	--
30	39.0	---	----	- - - -	- - -	--
28	36.4	---	----	- - - -	- - -	--

Total % Fatigue Used 53

A-8-a

SECTION Linn County Line-McKenzie River HIGHWAY Pacific (FAR 81)
COUNTY Lane DATE

Outside Lanes X Inside Lanes

				Credits
Load Safety Factor 1.3	"R" Value S.S.M. = 34	4.0"	A.C.	4.0"
Subbase Depth 12.0" Agg. Base (Max.)	C.T.B. Depth 4.0" (A.C. Overlay)	8.0"	R.PCC	8.0"
k-Values: Basement 100	Subbase 195 C.T.B. 335	12.0"	Agg. Base	12.0"
Compressive Strength 3950		----		----
Modulus of Rupture(M.R.) 525	Total Depth P.C.C. 8.0"	----		----

MAXIMUM ALLOWABLE PERCENT OF FATIGUE = 125

Axle Load Kips	Axle Load x L.S.F. Kips	Stress P.S.I.	Stress Ratio Stress P.S.I. / M.R.	Allowable Repetitions No.	Estimated Repetitions No.	Fatigue Resistance Used %
SINGLE AXLE LOADS						
35	45.5	385	0.73	850	167	20
34	44.2	375	0.71	1,500	315	21
32	41.6	360	0.69	2,500	315	13
30	39.0	345	0.66	6,000	215	4
28	36.4	330	0.63	14,000	215	2
26	33.8	315	0.60	32,000	431	1
24	31.2	295	0.56	100,000	1541	2
22	28.6	270	0.51	400,000	14,909	--
20	26.0	---	----	- - - -	- - -	--
18	23.4	---	----	- - - -	- - -	--
TANDEM AXLE LOADS						
50	65.0	345	0.66	6,000	1,146	19
48	62.4	335	0.64	11,000	1,146	10
46	59.8	325	0.62	18,000	2,775	15
44	57.2	315	0.60	32,000	3,494	11
42	54.6	300	0.57	75,000	7,431	10
40	52.0	285	0.54	180,000	6,980	4
38	49.4	275	0.52	300,000	43,177	14
36	46.8	260	----	- - - -	- - -	--
34	44.2	---	----	- - - -	- - -	--
32	41.6	---	----	- - - -	- - -	--
30	39.0	---	----	- - - -	- - -	--
28	36.4	---	----	- - - -	- - -	--

Total % Fatigue Used 146

A-8

SECTION Linn County Line-McK zie River HIGHWAY P ific (FAR 81)
COUNTY Lane DATE

Outside Lanes X Inside Lanes
Load Safety Factor 1.3 "R" Value S.S.M. = 34
Subbase Depth 12.0" Agg. Base (Max.) C.T.B. Depth ----
k-Values: Basement 100 Subbase 195 C.T.B. ----
Compressive Strength 3950
Modulus of Rupture(M.R.) 525 Total Depth P.C.C. 8.0"

Credits	
8.0"	R.P.C.C. 8.0"
12.0"	Agg. Base 12.0"
----	----
----	----
----	----

MAXIMUM ALLOWABLE PERCENT OF FATIGUE = 125

Axle Load Kips	Axle Load x L.S.F. Kips	Stress P.S.I.	Stress Ratio Stress P.S.I. / M.R.	Allowable Repetitions No.	Estimated Repetitions No.	Fatigue Resistance Used %
SINGLE AXLE LOADS						
35	45.5	430	0.82	70	167	239
34	44.2	425	0.81	90	315	350
32	41.6	405	0.77	270	315	117
30	39.0	385	0.73	850	215	25
28	36.4	370	0.70	2,000	215	11
26	33.8	350	0.67	4,500	431	10
24	31.2	330	0.63	14,000	1,541	11
22	28.6	305	0.58	57,000	14,909	26
20	26.0	280	0.53	240,000	823,170	343
18	23.4	255	----	- - - -	- - - -	---
TANDEM AXLE LOADS						
50	65.0	395	0.75	490	1,146	234
48	62.4	385	0.73	850	1,146	
46	59.8	370	0.70	2,000	2,775	
44	57.2	355	0.68	3,500	3,494	
42	54.6	345	0.66	6,000	7,431	
40	52.0	330	0.63	14,000	6,980	
38	49.4	315	0.60	32,000	43,177	
36	46.8	300	0.57	75,000	150,044	
34	44.2	285	0.54	180,000	503,333	
32	41.6	265	0.50	- - - -	- - - -	
30	39.0	250	----	- - - -	- - - -	
28	36.4	---	----	- - - -	- - - -	---

Total % Fatigue Used

A-7

SECTION: Linn County Line-W. Kenzie River HIGHWAY Pacific (FAR 81)
COUNTY Lane DATE

Outside Lanes X Inside Lanes
Load Safety Factor 1.3 "R" Value S.S.M. = 34
Subbase Depth 12.0" Agg. Base (Max.) C.T.B. Depth ----
k-Values: Basement 100 Subbase 195 C.T.B. ----
Compressive Strength 3348
Modulus of Rupture(M.R.) 470 (Lab Recom) Total Depth P.C.C. 8.0"

Credits	
8.0"	R. PCC 8.0"
12.0"	Agg Base 12.0"
----	----
----	----
----	----

MAXIMUM ALLOWABLE PERCENT OF FATIGUE = 125

Axle Load Kips	Axle Load x L.S.F. Kips	Stress P.S.I.	Stress Ratio Stress P.S.I. M.R.	Allowable Repetitions No.	Estimated Repetitions No.	Fatigue Resistance Used %
SINGLE AXLE LOADS						
35	45.5	430	0.91	7 (est)	167	2,386
34	44.2	425	0.90	8	315	
32	41.6	405	0.86	23	315	
30	39.0	385	0.82	70	215	
28	36.4	365	0.78	210	215	
26	33.8	350	0.74	650	431	
24	31.2	330	0.70	2,000	1,541	
22	28.6	305	0.65	8,000	14,909	
20	26.0	280	0.60	32,000	823,170	
18	23.4	255	0.54	180,000	3,976,654	2,209
TANDEM AXLE LOADS						
50	65.0	395	0.84	40	1,146	2,865
48	62.4	385	0.82	70	1,146	
46	59.8	370	0.79	160	2,775	
44	57.2	355	0.76	360	3,494	
42	54.6	345	0.73	850	7,431	
40	52.0	330	0.70	2,000	6,980	
38	49.4	315	0.67	4,500	43,177	
36	46.8	300	0.64	11,000	150,044	
34	44.2	280	0.60	32,000	503,333	
32	41.6	265	0.56	100,000,	1,113,983	
30	39.0	250	0.53	240,000	575,774	
28	36.4	---	----	- - - -	575,774	240

Total % Fatigue Used

A-6

SECTION Linn County Line-McKenzie River HIGHWAY Pacific (FAR 81)
COUNTY Lane DATE

Axle Load Kips	2 Axle TADT = 230		3 Axle TADT = 233		4 Axle TADT = 87		5 Axle TADT = 1850		6 Axle TADT = 15		Total 20-Year Repetitions
	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	
SINGLE AXLE											
35							0.09	167			167
34							0.17	315			315
32							0.17	315	—	—	315
30							—	—	14.3	215	215
28							—	—	14.3	215	215
26	—	—			—	—	—	—	28.7	431	431
24	1.75	403	—	—	3.72	324	0.44	814	—	—	1,541
22	5.91	1,359	3.10	722	9.20	799	6.28	11,618	27.4	411	14,909
20	40.4	9,292	86.9	20,248	202	17,574	419	775,150	60.4	906	823,170
18	128	29,440	334	77,822	611	53,157	2060	3,811,000	349	5,235	3,976,654
TANDEM AXLE											
50			0.55	128			0.55	1,018			1,146
48			0.55	128			0.55	1,018			1,146
46			—	—			1.50	2,775			2,775
44			1.10	256			1.75	3,238			3,494
42			1.72	401	—	—	3.80	7,030			7,431
40			1.72	401	5.66	492	3.29	6,087	—	—	6,980
38			0.62	144	9.09	791	22.6	41,810	28.8	432	43,177
36			13.8	3,215	12.1	1,053	78.3	144,855	61.4	921	150,044
34			62.7	14,609	35.4	3,080	262	484,700	62.9	944	503,333
32			136	31,688	145	12,615	576	1,065,600	272	4,080	1,113,983
30			61.7	14,376	164	14,268	292	540,200	462	6,930	575,774
28			61.7	14,376	164	14,268	292	540,200	462	6,930	575,774
26			61.7	14,376	164	14,268	292	540,200	462	6,930	575,774

A-5-b

SECTION Linn County Line-McKenzie River HIGHWAY Pacific (FAR 81)
COUNTY Lane DATE

Axle Load Kips	2 Axle TADT = 230		3 Axle TADT = 233		4 Axle TADT = 87		5 Axle TADT = 1850		6 Axle TADT = 15		Total 20-Year Repetitions
	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	
SINGLE AXLE											
35							0.09	167			167
34							0.17	315			315
32							0.17	315	—	—	315
30							—	—	14.3	215	215
28							—	—	14.3	215	215
26	—	—			—	—	—	—	28.7	431	431
24	1.75	403	—	—	3.72	324	0.44	814	—	—	1,541
22	5.91	1,359	3.10	722	9.20	799	6.28	11,618	27.4	411	14,909
20	40.4	9,292	86.9	20,248	202	17,574	419	775,150	60.4	906	823,170
18	128	29,440	334	77,822	611	53,157	2060	3,811,000	349	5,235	3,976,654
TANDEM AXLE											
50			0.55	128			0.55	1,018			1,146
48			0.55	128			0.55	1,018			1,146
46			—	—			1.50	2,775			2,775
44			1.10	256			1.75	3,238			3,494
42			1.72	401	—	—	3.80	7,030			7,431
40			1.72	401	5.66	492	3.29	6,087	—	—	6,980
38			0.62	144	9.09	791	22.6	41,810	28.8	432	43,177
36			13.8	3,215	12.1	1,053	78.3	144,855	61.4	921	150,044
34			62.7	14,609	35.4	3,080	262	484,700	62.9	944	503,333
32			136	31,688	145	12,615	576	1,065,600	272	4,080	1,113,983
30			61.7	14,376	164	14,268	292	540,200	462	6,930	575,774
28			61.7	14,376	164	14,268	292	540,200	462	6,930	575,774
26			61.7	14,376	164	14,268	292	540,200	462	6,930	575,774

A-5-b

TRAFFIC ANALYSIS

SECTION: Linn County Line-McKenzie River

HIGHWAY: Pacific (FAR 81)

COUNTY: Lane

6100 Percent ADT (19 59)

19 Percent Trucks 1959

16 " " 1979

AXLES	TWO WAY TRUCK ADT 1959	EXPANSION FACTOR	TOTAL TADT 1979	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	140		320	230	38.25	8,797.50
3	165		300	233	81.76	19,050.08
4	50		125	87	105.30	9,161.10
5	800		2900	1850	257.76	476,856.00
6	5		25	15	213.96	3,209.40
				2415	TOTAL	

18 kip s.a./day 1,416,641

TOTAL AVERAGE ANNUAL 18 kip s.a. 517,074.08

TWENTY YEAR 18 kip s.a. 10,341,482

RATIO 12.313

A-3.9

TRAFFIC ANALYSIS

SECTION: Linn Co. Line-McKenzie River

HIGHWAY: Pacific (FAR 81)

COUNTY: Lane

6100 Present ADT (1959)

19 Percent Trucks 1959

16 Percent Trucks 1979

AXLES	TWO WAY TRUCK ADT 1959	EXPANSION FACTOR	TOTAL TADT 1979	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	140		320	230	450	103,500
3	165		300	233	1000	233,000
4	50		125	87	1250	108,750
5	800		2900	1850	3180	5,883,000
6	5		25	15	2570	38,550
				2415	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 6,366,800

TWENTY YEAR EWL 127,336,000

TRAFFIC COEFFICIENT 12.0

R

A-5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 27, 1973

To: Victor D. Wolfe
Location Engineer
O F F I C E

SUBJECT: Interstate Overlay Need Study;
Linn Co. Line-McKenzie River
I-5 (Base and PCC Paving)

Attached are laboratory reports #73-1846, 1935 and 1938 which contain the result of tests made on samples of crushed stone base and Portland cement concrete pavement constructed in 1950-61 on subject project. Review of files for Contract #5573 and test results for the recently sampled material indicate a 1.0 CBE crushed aggregate base and a design quality of 470 psi modulus of rupture for the PCC pavement.

JOHN C. JENKINS
Engineer of Materials & Research

By J. E. Wilson

J. E. WILSON, Jr.
Asst. Engineer of Materials
and Research

Attachments

JEW:eb

cc: C. T. Keasey
J. H. Versteeg
C. J. Gregg

Form X-[illegible]—(Rev. 8-72)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 73-1846
Data Sheet No. 50313
Prefix 620-1929-910
Laboratory charge $124.00

Portland Cement Concrete Pavement Cores
Project Interstate Overlay Need Study
Linn County Line - McKenzie River
Highway Pacific
Contractor No. 5573
Submitted by F. W. Yarbrough Completed June, 1961
Source of Material (See Below)
Sampled or inspected at Cored from Roadway To be used PCC Pavement
Sampled or inspected by J. Fields & R. Forrester Quantity represented

Date received Jan. 23, 1973
Date reported Feb. 27, 1973

Date Tested January 25, 1973

		A	B	C	D
Core No.	=				
Core Location: Mile Point	=	SB 202 + 25 ft.	SB 197.80	NB 201.00	NB 203.35
Offset from ℄	=	(1½ ft. in from outside edge travel lane)			
Core Length, inches	=	8.4	8.3	7.1	7.9
Core Diameter, inches	=	6.00	6.00	6.00	6.00
L/D Ratio	=	1.40	1.38	1.18	1.32
L/D Factor	=	0.958	0.956	0.932	0.950
Compressive Strength, lbs.	=	145,700	162,700	163,000	157,100
Compressive strength, psi	=	4935	5500	5375	5280

Cement Content 4½ sack/yd^3

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer Versteeg
- ☐ Resident Engineer
- ☐ District Engineer
- 2X ☐ Files

X SR 6637-731 Soils & Geology
X Parker

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications. Review of contract #5573 records indicate that the average 28-day compresive strength of Portland cement concrete used in pavement is 3348 PSI. Cement content test indicates a low cement factor for PCC Pavement. Based on the above test results and the project records, the design modulus of rupture for the PCC Pavement is 470 PSI.

4-4-a

REGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project	Interstate Overlay Need Study Linn Co. Line-McKenzie River	Laboratory No. Prefix No.	73-1935 620-1929-910
Highway	Pacific	County	
Contractor	Contract No. 5573	F. A. Project No.	
Submitted by	F. W. Yarbrough Completed June, 1961	Date Reported	Feb. 27, 197
1 Sack		Laboratory Charges	$130.50

REPORT ON SAMPLE OF Soil

Source of material	Test Pit #1, MP SB 197.80	Data No.	50314
Sampled or inspected at	Test Pit #1, 9"-16½"	Date received	Jan. 24, 197
To be used		Quantity represented	
Sampled or inspected by	J. Fields - R. Forrester 1-18,19,23, 1973		

TEST RESULTS

SOIL CONSTANTS			Expansion Pressure and "R" Value T-190				
L. L. T-89	NP	Moisture %	10.8	9.4	8.0	7.1	
P. I. T-90	NP	Exudation Press. psi	4	99	235	601	
Sp. Gr. (Le Chat.)	2.83	Expansion Pres. CT in	0.0	0.1	0.0	0.0	
Sand Equiv. T-176	69	Displacement	5.9	5.6	5.5	5.4	
Class. M-145	A-1-a	Compaction, psi	160	233	302	350	
Organic	%	"R" Value	80	83	85	86	
Nat. Moist.	%	Density pcf	125.5	126.9	129.2	127.2	
Los Angeles Abrasion	T-96	Water loss ml.	200	200	200	200	
Grading A	% Wear 16.26	Comp. water					
Oregon Degradation		loss at blows	35	-	-	-	
P200 9.6 %, Ht. 0.2 in.							

Mech. Anal. T-88	
Sieve Size	% Total
4	
3	
2	0.0
1½	0.2
1	7.9
¾	9.1
½	14.9
⅜	8.3
¼	8.6
4	5.1
10	16.2
40	14.6
60	2.8
200	4.2
P200	8.1

Moist.-Density Relations

T-99 ☒ T-180 ☐ Harvard ☐

Dry Density pcf % Moisture

127.4		3.8
129.4		5.8
138.3	LW	7.8
134.8	LW	8.3

HYDROMETER ANALYSIS:	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.		%	70.3	%
Coarse sand, 2.0 to 0.42 mm.	49.3	%	14.6	%
Fine sand, 0.42 to 0.074 mm.	23.7	%	7.0	%
Silt, 0.074 to .02 mm.	14.2	%	4.2	%
Silt, 0.02 to 0.005 mm.	8.9	%	2.6	%
Clay, smaller than 0.005 mm.	3.9	%	1.3	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer J. H. Versteeg
- ☐ Resident Engineer
- ☐ District Engineer
- 2X ☐ Files
- X Soils & Geology
- X Parker

Remarks Note: Sample was prepared for testing after oven drying at less than 140°F.
Also all Stabilometer (T-190) Samples were compacted in baskets.
Base Rock: R Value @ 300 psi
exudation - 85

Review of contract #5573 records and the above test results indicate that the 1½"-0 crushed stone base as constructed is of a 1.0 CBE quality.

Engineer of Materials

A-46

SP*66056-734

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project	Interstate Overlay Need Study Linn Co. Line-McKenzie River	Laboratory No. Prefix No.	73-1935 620-1929-91
Highway	Pacific	County	
Contractor	Contract No. 5573	F. A. Project No.	
Submitted by	F. W. Yarbrough Completed June, 1961	Date Reported	Feb. 27, 19
1 Sack		Laboratory Charges	$130.50

Page 1 of 2

REPORT ON SAMPLE OF Soil

Source of material	Test Pit #1, MP SB 197.80		
Sampled or inspected at	Test Pit #1, 9"-16½"	Data No.	50314
To be used		Date received	Jan. 24, 19
Sampled or inspected by	J. Fields - R. Forrester 1-18,19,23, 1973	Quantity represented	

TEST RESULTS

SOIL CONSTANTS			Expansion Pressure and "R" Value T-190				
L. L. T-89	NP	Moisture %	10.8	9.4	8.0	7.1	
P. I. T-90	NP	Exudation Press. psi	4	99	235	601	
Sp. Gr. (Le Chat.)	2.83	Expansion Pres. CT in	0.0	0.0	0.0	0.0	
Sand Equiv. T-176	69	Displacement	5.9	5.6	5.5	5.4	
Class. M-145	A-1-a	Compaction, psi	160	233	302	350	
Organic	%	"R" Value	80	83	85	86	
Nat. Moist.	%	Density pcf	125.5	126.9	129.2	127.2	
Los Angeles Abrasion	T-96	Water loss ml.	200	200	200	200	
Grading A	% Wear 16.26	Comp. water					
Oregon Degradation		loss at blows	35	-	-	-	
P200 9.6 %, Ht. 0.2 in.							

Mech. Anal. T-88	
Sieve Size	% Total
4	
3	
2	0.0
1½	0.2
1	7.9
¾	9.1
½	14.9
⅜	8.3
¼	8.6
4	5.1
10	16.2
40	14.6
60	2.8
200	4.2
P200	8.1

Moist.-Density Relations
T-99 ☒ T-180 ☐ Harvard ☐
Dry Density pcf % Moisture

127.4	3.8
129.4	5.8
138.3 LW	7.8
134.8 LW	8.3

HYDROMETER ANALYSIS:	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.		%	70.3	%
Coarse sand, 2.0 to 0.42 mm.	49.3	%	14.6	%
Fine sand, 0.42 to 0.074 mm.	23.7	%	7.0	%
Silt, 0.074 to .02 mm.	14.2	%	4.2	%
Silt, 0.02 to 0.005 mm.	8.9	%	2.5	%
Clay, smaller than 0.005 mm.	3.9	%	1.3	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:
- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer J. H. Versteeg
- ☐ Resident Engineer
- ☐ District Engineer
- 2X ☐ Files
- X Soils & Geology
- X Parker

Remarks Note: Sample was prepared for testing after oven drying at less than 140°F.
Also all Stabilometer (T-190) Samples were compacted in baskets.
Base Rock: R Value @ 300 psi
exudation - 85
Review of contract #5573 records and the above test results indicate that the 1½"-0 crushed stone base as constructed is of a 1.0 COE quality.

Engineer of Materials

A-1-b

SP*66056-734

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Laboratory No. 73-1935
Project — Prefix No. 620-1929-91
Highway — County Lane
Contractor — Contract No. — F. A. Project No.
Submitted by — Date Reported Feb. 27, 19
1 Can — Laboratory Charges

REPORT ON SAMPLE OF Soil as Received

Source of material
Sampled or inspected at — Data No. 50314
To be used — Date received
Sampled or inspected by — Quantity represented

TEST RESULTS

SOIL CONSTANTS		Expansion Pressure and "R" Value T-190						Mech. Anal. T-88	
L. L. T-89		Moisture %	5.8					Sieve Size	% Total
P. I. T-90		Exudation Press. psi	800+					4	
Sp. Gr. (Le Chat.)		Expansion Pres. CT in	0.0					3	
Sand Equiv. T-176		Displacement	6.5					2	
Class. M-145		Compaction, psi	350					1½	
Organic	%	"R" Value	86					1	
Nat. Moist. 5.5	%	Density pcf	119.3					¾	
Los Angeles Abrasion	T-96	Water loss ml.	200					½	
Grading	% Wear	Comp. water						⅜	
Oregon Degradation		loss at blows	–					¼	
P20 %, Ht. in.								4	
								10	
								40	
Moist.-Density Relations								60	
T-99 ☐ T-180 ☐ Harvard ☐								200	
Dry Density pcf	% Moisture							P200	

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to .02 mm.	%	%
Silt, 0.02 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

Remarks Note: Stabilometer (T-190) Sample was compacted in a basket.
BaseRock: R Value tested as received (5.5% Moisture) - 86.

Engineer of Materials

SP*88066-734

A-4-c

REGON STATE HIGHWAY DIVIS
Materials Section

Laboratory Report

	Interstate Overlay Need Study	Laboratory No.	73-1938
Project	Linn Co. Lina-McKenzie River	Prefix No.	620-1929-910
Highway	Pacific	County	Lane
Contractor	Contract No. 5573	F. A. Project No.	
Submitted by	F. W. Yarbrough Completed June, 1961	Date Reported	Feb. 27, 19
1 Sack		Laboratory Charges	$127.00

Page 1 of 2

REPORT ON SAMPLE OF Soil

Source of material	Test Pit #2, MP NB 203.35		
Sampled or inspected at	Test Pit #2, 10"-19"	Data No.	50314
To be used		Date received	Jan. 24, 19
Sampled or inspected by	J. Fields - R. Forrester 1-18,19,23, 1973	Quantity represented	

TEST RESULTS

SOIL CONSTANTS		Expansion Pressure and "R" Value T-190					Mech. Anal. T-88	
L. L. T-89	21	Moisture %	9.2	8.4	8.0	7.5	Sieve Size	% Total
P. I. T-90	NP	Exudation Press. psi	40	259	362	720	4	
Sp. Gr. (Le Chat.)	2.73	Expansion Pres. CT in	0.0	0.0	0.0	0.0	3	
Sand Equiv. T-176	Ave 3=28	Displacement	4.2	5.0	5.3	5.4	2	
Class. M-145	A-1-a	Compaction, psi	160	302	327	350	1½	0.0
Organic	%	"R" Value	79	85	82	86	1	11.2
Nat. Moist.	%	Density pcf	131.9	131.4	131.8	129.1	¾	10.8
Los Angeles Abrasion	T-96	Water loss ml.	75	25	25	100	½	20.0
Grading A	% Wear 15.00	Comp. water					⅜	9.9
Oregon Degradation		loss at blows	100	-	-	-	¼	9.9
P20 14.0%, Ht. 0.7 in.							4	4.6
							10	8.5
							40	7.5
							60	3.6
							200	5.5
							P200	8.5

Moist.-Density Relations

T-99 ☒ T-180 ☐ Harvard ☐

Dry Density pcf		% Moisture
123.9		4.9
129.1		7.0
139.3	LW	8.7
138.7	LW	9.8

HYDROMETER ANALYSIS:	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.		%	74.9	%
Coarse sand, 2.0 to 0.42 mm.	30.1	%	7.5	%
Fine sand, 0.42 to 0.074 mm.	36.2	%	9.1	%
Silt, 0.074 to .02 mm.	13.5	%	3.4	%
Silt, 0.02 to 0.005 mm.	11.6	%	2.9	%
Clay, smaller than 0.005 mm.	8.6	%	2.2	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer J. H. Versteeg
- ☐ Resident Engineer
- ☐ District Engineer
- 2X ☐ Files
- X Soils & Geology
- X Parker

SP*66036-734

Remarks Note: Sample was prepared for testing after oven drying at less than 140°F. Also all Stabilometer (T-190) Samples were compacted in baskets. Unable to fabricate (T-190) test specimens above 9.2% moisture content. Base Rock: R Value @ 300 psi exudation - 85
Review of contract #5573 records and the above test results indicate that the 1½"-0 crushed stone base as constructed is of a 1.0 CBE Quality.

Engineer of Materials

A-4-d

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Laboratory No. 73-1938
Prefix No. 620-1929-91

Project
Highway
Contractor — Contract No.
Submitted by
1 Can

County: Lane
F. A. Project No.
Date Reported: Feb. 27, 19
Laboratory Charges

REPORT ON SAMPLE OF Soil as Received

Source of material
Sampled or inspected at
To be used
Sampled or inspected by

Data No. 50314
Date received
Quantity represented

TEST RESULTS

SOIL CONSTANTS		Expansion Pressure and "R" Value T-190						Mech. Anal. T-88	
								Sieve Size	% Total
L. L. T-89		Moisture %	6.2					4	
P. I. T-90		Exudation Press. psi	800+					3	
Sp. Gr. (Le Chat.)		Expansion Pres. CT in	0.0					2	
Sand Equiv. T-176		Displacement	6.3					1½	
Class. M-145		Compaction, psi	350					1	
Organic	%	"R" Value	86					¾	
Nat. Moist.	6.2 %	Density pcf	124.5					½	
Los Angeles Abrasion	T-96	Water loss ml.	200					⅜	
Grading	% Wear	Comp. water						¼	
Oregon Degradation		loss at blows	-					4	
P20 %, Ht. in.								10	
								40	
Moist.-Density Relations								60	
T-99 ☐ T-180 ☐ Harvard ☐								200	
Dry Density pcf	% Moisture							P200	

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to .02 mm.	%	%
Silt, 0.02 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

Remarks: Note: Stabilometer (T-190) Sample was compacted in a basket.

Base Rock: R Value tested as received (6.2% Moisture) - 86.

Engineer of Materials

SP*66056-734

A-4-a

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 26, 1973

To: Victor D. Wolfe
Location Engineer
O F F I C E

SUBJECT: Interstate Overlay Need Study;
Linn Co. Line-McKenzie River
Section I-5 (Grading and
Select Subgrade)

Attached are Laboratory Reports #73-1934, 36, 37, 39, 40 and 41 which contain the results of tests made on samples of subgrade and selected subgrade constructed in 1959-60 on subject project. Review of files for Contract #5339 and test results for the recently sampled materials indicate that both subgrade materials are of insufficient quality for assignment of a CBE value for pavement structure design.

JOHN C. JENKINS
Engineer of Materials & Research

By J. E. Wilson

J. E. WILSON, Jr.
Asst. Engineer of Materials
and Research

Attachments

JEW:eb

cc: C. T. Keasey
J. H. Versteeg
C. J. Gregg ✓

A-4-f

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project	Interstate Overlay Need Study Linn Co. Line - McKenzie River	Laboratory No. Prefix No.	73-1934 620-1929-910
Highway	Pacific	County	Lane
Contractor	Contract No. 5339	F. A. Project No.	
Submitted by	F. W. Yarbrough Completed July, 1960	Date Reported	Feb. 26, 197
		Laboratory Charges	$82.50

One Sack — REPORT ON SAMPLE OF Soil

Source of material	SB MP 197.80 Test Pit #1		
Sampled or inspected at	Sta. 202 + 20	Data No.	50314
To be used		Date received	Jan. 24, 197
Sampled or inspected by	J. Fields - R. Forrester 1-18, 19, 23, 1973	Quantity represented	

TEST RESULTS

SOIL CONSTANTS		Expansion Pressure and "R" Value T-190					Mech. Anal. T-88	
L. L. T-89	75	Moisture %	42.0	39.8	37.7	36.1	Sieve Size	% Total
P. I. T-90	42	Exudation Press. psi	175	294	430	637	4	
Sp. Gr. (Le Chat.)	2.51	Expansion Pres. CT in	1.0	2.5	5.5	3.0	3	
Sand Equiv. T-176		Displacement	4.8	4.2	4.0	4.0	2	
Class. M-145	A-7-5	Compaction, psi	10	42	91	115	1½	
Organic	%	"R" Value	3	6	8	12	1	
Nat. Moist.	%	Density pcf	74.7	76.7	79.4	81.1	¾	
Los Angeles Abrasion	T-96	Water loss ml.	0	0	0	0	½	
Grading	% Wear	Comp. water					⅜	
Oregon Degradation		loss at blows	-	-	-	-	¼	0.0
P20	%, Ht. in.						4	0.0
							10	4.2
							40	0.5
							60	0.9
							200	2.8
							P200	91.6

Moist.-Density Relations

T-99 ☒ T-180 ☐ Harvard ☐

Dry Density pcf	% Moisture
80.3	29.6
82.0	31.8
82.4	34.6
79.8	37.0

HYDROMETER ANALYSIS:	Passing No. 10		Total Sample
Particles larger than 2.0 mm.		%	4.2 %
Coarse sand, 2.0 to 0.42 mm.	0.5	%	0.5 %
Fine sand, 0.42 to 0.074 mm.	3.9	%	3.7 %
Silt, 0.074 to .02 mm.	8.2	%	7.9 %
Silt, 0.02 to 0.005 mm.	23.1	%	22.1 %
Clay, smaller than 0.005 mm.	64.3	%	61.6 %

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer J. H. Versteeg
- ☐ Resident Engineer
- ☐ District Engineer
- 2X ☐ Files
- X Gregg
- X Parker

Remarks: Note: Sample was prepared for testing after partial air drying.
Also 42.2% and 37.7% Stabilometer (T-190) samples extruded material during the exudation part of the test.
Subgrade; Design R Value @ 95% Compaction-7

Engineer of Materials

SP*00036-734

A-4-9

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Interstate Overlay Need Study
Linn Co. Line - McKenzie River
Pacific

Laboratory No. 73-1936
Prefix No. 620-1929-911
County Lane
F. A. Project No.
Contract No. 5339
Date Reported Feb. 26, 19
F. W. Yarbrough Completed July, 1960
Laboratory Charges $116.50

REPORT ON SAMPLE OF Soil

2
ial Test Pit #1, MP SB 197.80
pected at Test Pit #1, 16½"-30.0"
Data No. 50314
Date received Jan. 24, 19
spected by J. Fields - R. Forrester 1-18,19,23, 1973
Quantity represented

TEST RESULTS

TS		Expansion Pressure and "R" Value T-190				
38	Moisture %	21.5	19.4	17.7	16.1	
16	Exudation Press. psi	44	99	195	370	
.) 2.72	Expansion Pres. CT in	0.0	0.0	2.0	5.5	
176 Ave 3=12	Displacement	4.9	4.5	4.3	3.9	
A-2-6	Compaction, psi	10	42	115	185	
	% "R" Value	7	15	19	48	
	% Density pcf	102.8	106.7	109.9	113.8	
brasion T-96	Water loss ml.	0	0	0	0	
NSM % Wear	Comp. water loss at blows	-	-	-	-	

Mech. Anal. T-88

Sieve Size	% Total
X 5	0.0
3	8.2
2	6.9
1½	3.6
1	3.8
¾	1.8
½	3.1
⅜	2.5
¼	2.9
4	1.8
10	7.1
40	7.8
60	4.4
200	19.9
P200	26.2

dation
%, Ht. 13.5in.
0%, Ht. 11.7" Referee Method
-Density Relations
X T-180 ☐ Harvard ☐
Density pcf % Moisture

107.1	13.1
110.4	15.0
111.0	17.3
106.7 LW	19.8

HYDROMETER ANALYSIS:

	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	41.7 %
Coarse sand, 2.0 to 0.42 mm.	13.4 %	7.8 %
Fine sand, 0.42 to 0.074 mm.	41.6 %	24.3 %
Silt, 0.074 to .02 mm.	15.8 %	9.2 %
Silt, 0.02 to 0.005 mm.	11.3 %	6.6 %
Clay, smaller than 0.005 mm.	17.9 %	10.4 %

Material as represented by these samples (does) (does not) comply with specifications.

Remarks Note: Sample was prepared for testing after partial air drying. 21.5% Stabilometer (T-190) Sample was compacted using a metal plate. Selected Subgrade Material: R Value @ 95% Compaction - 9. Review of Contract #5339 files and the above test results indicates that the material represented contains excess P200, low sand equivalent and low R value for assignment of a CBE value.

Engineer of Materials

A-4-h

TEST REPORT DISTRIBUTIONS:

☐ F.H.W.A.
X☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X☐ Region Engineer J. H. Versteeg
☐ Resident Engineer
☐ District Engineer
2X☐ Files
X Soils & Geology
X Parker

SP*66036-734

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Laboratory No. 73-1936
Prefix No. 620-1929-910
Project
County Lane
Highway
Contract No.
F. A. Project No.
Contractor
Date Reported Feb. 26, 197
Submitted by
Laboratory Charges
1 Can

REPORT ON SAMPLE OF Soil as Received

Source of material
Data No. 50314
Sampled or inspected at
Date received
To be used
Quantity represented
Sampled or inspected by

TEST RESULTS

SOIL CONSTANTS		Expansion Pressure and "R" Value T-190						Mech. Anal. T-88	
								Sieve Size	% Total
L. L. T-89		Moisture %	21.1					4	
P. I. T-90		Exudation Press. psi	159					3	
Sp. Gr. (Le Chat.)		Expansion Pres. CT in	0.0					2	
Sand Equiv. T-176		Displacement	3.9					1½	
Class. M-145		Compaction, psi	91					1	
Organic	%	"R" Value	14					¾	
Nat. Moist.	14.4 %	Density pcf	105.8					½	
Los Angeles Abrasion	T-96	Water loss ml.	0					⅜	
Grading	% Wear	Comp. water						¼	
Oregon Degradation		loss at blows	-					4	
P20 %, Ht.	in.							10	
								40	
Moist.-Density Relations								60	
T-99 ☐ T-180 ☐ Harvard ☐								200	
Dry Density pcf	% Moisture							P200	

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to .02 mm.	%	%
Silt, 0.02 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

Remarks Selected Subgrade Material: R Value tested as received (14.4% Moist.) - 14
Review of contract #5339 files and the above test results indicates that the material represented has too low an "R" value for assignment of a C8E value.

Engineer of Materials

A-4-i

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project	Interstate Overlay Need Study	Laboratory No.	73-1937
Highway	Linn Co. Line - McKenzie River	Prefix No.	620-1929-910
Contractor	Pacific	County	Lane
Submitted by	F. W. Yarbrough Completed July, 1960 Contract No. 5339	F. A. Project No.	
1 Sack		Date Reported	Feb. 26, 197
		Laboratory Charges	$96.00

Page 1 of 2

REPORT ON SAMPLE OF Soil

Source of material	Test Pit #1, MP 58		
Sampled or inspected at	Test Pit #1, 30.0"-43½"	Data No.	50314
To be used		Date received	Jan. 24, 197
Sampled or inspected by	J. Fields - R. Forrester 1-18,19,23, 1973	Quantity represented	

TEST RESULTS

SOIL CONSTANTS		Expansion Pressure and "R" Value T-190					Mech. Anal. T-88	
L. L. T-89	42	Moisture %	25.2	23.4	21.7	20.5	Sieve Size	% Total
P. I. T-90	19	Exudation Press. psi	64	147	219	386	4	
Sp. Gr. (Le Chat.)	2.70	Expansion Pres. CT in	0.0	0.0	0.0	0.0	3	0.0
Sand Equiv. T-176		Displacement	5.1	4.5	4.2	4.0	2	3.4
Class. M-145	A-2-7	Compaction, psi	10	91	130	210	1½	2.2
Organic	%	"R" Value	9	19	29	41	1	3.9
Nat. Moist.	%	Density pcf	96.5	99.6	102.1	104.9	¾	1.6
Los Angeles Abrasion	T-96	Water loss ml.	0	0	0	0	½	2.3
Grading	% Wear	Comp. water					⅜	1.9
Oregon Degradation		loss at blows	-	-	-	-	¼	2.7
P20 %, Ht. in.							4	1.8
							10	3.5
Moist.-Density Relations							40	5.1
T-99 ☒ T-180 ☐ Harvard ☐							60	3.3
Dry Density pcf	% Moisture						200	35.5
							P200	32.8
101.2	16.6							
103.0	18.9							
103.1	20.9							
99.5 LW	23.1							

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	23.3%
Coarse sand, 2.0 to 0.42 mm.	6.7 %	5.1%
Fine sand, 0.42 to 0.074 mm.	50.6 %	38.8%
Silt, 0.074 to .02 mm.	17.9 %	13.8%
Silt, 0.02 to 0.005 mm.	9.3 %	7.1%
Clay, smaller than 0.005 mm.	15.5 %	11.9%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- ☒ ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☒ ☐ Region Engineer J. H. Versteeg
- ☐ Resident Engineer
- ☐ District Engineer
- 2× ☐ Files
- × Soils & Geology
- × Parker

Remarks Note: Sample was prepared for testing after partial air drying.

Subgrade: Design R Value @ 95% compaction - 15.

Engineer of Materials

EP*64056-T34

A-4-j

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project	Interstate Overlay Need Study	Laboratory No.	73-1937
Highway	Linn Co. Line - McKenzie River	Prefix No.	620-1929-910
Contractor	Pacific	County	Lane
Submitted by	F. W. Yarbrough Completed July, 1960 Contract No. 5339	F. A. Project No.	
1 Sack		Date Reported	Feb. 26, 197
		Laboratory Charges	$96.00

Page 1 of 2

REPORT ON SAMPLE OF Soil

Source of material	Test Pit #1, MP 58		
Sampled or inspected at	Test Pit #1, 30.0"-43½"	Data No.	50314
To be used		Date received	Jan. 24, 197
Sampled or inspected by	J. Fields - R. Forrester 1-18,19,23, 1973	Quantity represented	

TEST RESULTS

SOIL CONSTANTS			Expansion Pressure and "R" Value T-190					Mech. Anal. T-88	
L. L. T-89	42	Moisture %	25.2	23.4	21.7	20.5		Sieve Size	% Total
P. I. T-90	19	Exudation Press. psi	64	147	219	386		4	
Sp. Gr. (Le Chat.)	2.70	Expansion Pres. CT in	0.0	0.0	0.0	0.0		3	0.0
Sand Equiv. T-176		Displacement	5.1	4.5	4.2	4.0		2	3.4
Class. M-145	A-2-7	Compaction, psi	10	91	130	210		1½	2.2
Organic	%	"R" Value	9	19	29	41		1	3.9
Nat. Moist.	%	Density pcf	96.5	99.6	102.1	104.9		¾	1.6
Los Angeles Abrasion	T-96	Water loss ml.	0	0	0	0		½	2.3
Grading	% Wear	Comp. water						⅜	1.9
Oregon Degradation		loss at blows	-	-	-	-		¼	2.7
P20 %, Ht. in.								4	1.8
								10	3.5
Moist.-Density Relations								40	5.1
T-99 ☒ T-180 ☐ Harvard ☐								60	3.3
Dry Density pcf	% Moisture							200	35.5
								P200	32.8

101.2		16.6
103.0		18.9
103.1		20.9
99.5	LW	23.1

HYDROMETER ANALYSIS:	Passing No. 10		Total Sample
Particles larger than 2.0 mm.		%	23.3%
Coarse sand, 2.0 to 0.42 mm.	6.7	%	5.1%
Fine sand, 0.42 to 0.074 mm.	50.6	%	38.8%
Silt, 0.074 to .02 mm.	17.9	%	13.8%
Silt, 0.02 to 0.005 mm.	9.3	%	7.1%
Clay, smaller than 0.005 mm.	15.5	%	11.9%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- ☒ ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☒ ☐ Region Engineer J. H. Versteeg
- ☐ Resident Engineer
- ☐ District Engineer
- 2☒ ☐ Files
- ☒ Soils & Geology
- ☒ Parker

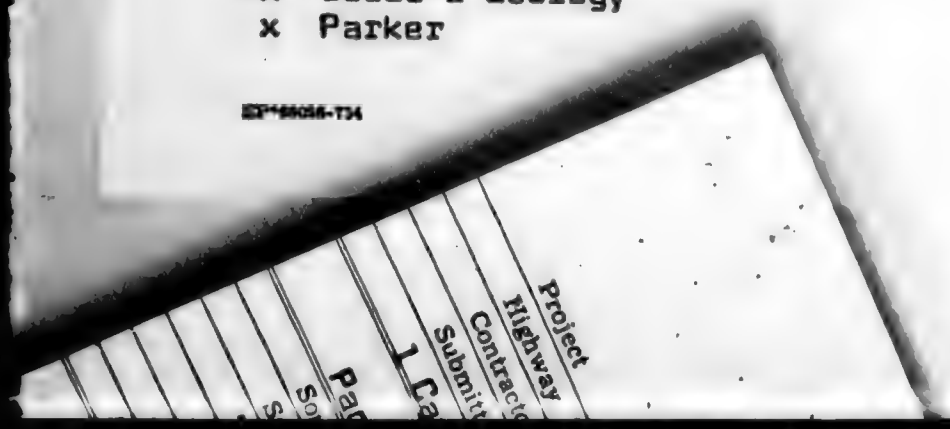
Remarks Note: Sample was prepared for testing after partial air drying.

Subgrade: Design R Value @ 95% compaction - 15.

Engineer of Materials

A-4-j

EP**58056-T34



OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Laboratory No. 73-1937
Prefix No. 620-1929-910
Project
Highway
County Lane
Contractor
Contract No.
F. A. Project No.
Submitted by
Date Reported Feb. 26, 197
1 Can
Laboratory Charges

REPORT ON SAMPLE OF Soil as Received

Source of material
Data No. 50314
Sampled or inspected at
Date received
To be used
Quantity represented
Sampled or inspected by

TEST RESULTS

SOIL CONSTANTS
L. L. T-89
P. I. T-90
Sp. Gr. (Le Chat.)
Sand Equiv. T-176
Class. M-145
Organic %
Nat. Moist. 16.7 %
Los Angeles Abrasion T-96
Grading % Wear
Oregon Degradation
P20 %, Ht. in.

Moist.-Density Relations
T-99 ☐ T-180 ☐ Harvard ☐
Dry Density pcf % Moisture

Expansion Pressure and "R" Value T-190

Moisture %	18.8					
Exudation Press. psi	243					
Expansion Pres. CT in	0.0					
Displacement	3.9					
Compaction, psi	210					
"R" Value	41					
Density pcf	104.3					
Water loss ml.	0					
Comp. water loss at blows	-					

Mech. Anal. T-88

Sieve Size	% Total
4	
3	
2	
1½	
1	
¾	
½	
⅜	
¼	
4	
10	
40	
60	
200	
P200	

HYDROMETER ANALYSIS:

	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to .02 mm.	%	%
Silt, 0.02 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

Remarks Subgrade: R Value tested as received (16.7% Moisture) - 41.

Engineer of Materials

A-1-b

SP-96056-734

OREGON STATE HIGHWAY DIVI
Materials Section

Laboratory Report

Project	Interstate Overlay Need Study Linn Co. Line - McKenzie River	Laboratory No. Prefix No.	73-1939 620-1929-910
Highway	Pacific	County	Lane
Contractor	Contract No. 5339	F. A. Project No.	
Submitted by	F. W. Yarbrough Completed July, 1960	Date Reported	Feb. 26, 19
1 Sack		Laboratory Charges	$116.50

Page 1 of 2

REPORT ON SAMPLE OF Soil

Source of material	Test Pit #2, MP NB 203.35		
Sampled or inspected at	Test Pit #2 19.0" - 35.0"	Data No.	50314
To be used		Date received	Jan. 24, 19
Sampled or inspected by	J. Fields - R. Forrester 1-18,19,23,1973	Quantity represented	

TEST RESULTS

SOIL CONSTANTS

L. L. T-89	38		
P. I. T-90	12		
Sp. Gr. (Le Chat.)	2.66		
Sand Equiv. T-176	Ave 3=11		
Class. M-145	A-2-6		
Organic	%		
Nat. Moist.	%		
Los Angeles Abrasion	T-96		
Grading	% Wear		
Oregon Degradation			

P20 42.1%, Ht. 14.4 in. Referee Method

Expansion Pressure and "R" Value T-190

Moisture %	23.7	21.3	19.0	17.9
Exudation Press. psi	60	103	171	322
Expansion Pres. CT in	0.0	0.0	0.0	0.0
Displacement	5.0	4.7	4.3	4.0
Compaction, psi	10	91	161	210
"R" Value	12	19	35	53
Density pcf	98.4	101.7	105.8	108.3
Water loss ml.	0	0	0	0
Comp. water loss at blows	100	-	-	-

Mech. Anal. T-88

Sieve Size	% Total
# 5	0.0
3	5.1
2	3.1
1½	3.3
1	4.0
¾	1.7
½	2.6
⅜	2.1
¼	2.5
4	1.6
10	2.6
40	3.1
60	2.0
200	37.5
P200	28.8

Moist.-Density Relations

T-99 ☒ T-180 ☐ Harvard ☐

Dry Density pcf	% Moisture
102.8	14.5
105.6	16.3
105.8	18.2
104.4 LW	20.5

HYDROMETER ANALYSIS:

	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	28.6 %
Coarse sand, 2.0 to 0.42 mm.	4.3 %	3.1 %
Fine sand, 0.42 to 0.074 mm.	55.3 %	39.5 %
Silt, 0.074 to .02 mm.	15.1 %	10.8 %
Silt, 0.02 to 0.005 mm.	10.3 %	7.3 %
Clay, smaller than 0.005 mm.	15.0 %	10.7 %

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer J. H. Versteeg
- ☐ Resident Engineer
- ☐ District Engineer
- 2X ☐ Files
- X Soils & Geology
- X Parker

Remarks Note: Sample was prepared for testing after partial air drying.
Select Subgrade Material: R Value @ 95% compaction - 13.
Review of contract #5339 records and the above test results indicate that the material represented has excess P200, low sand equivalent and low R value for assignment of a CBE value.

Engineer of Materials

SP*56036-734

A-4-1

REGON STATE HIGHWAY DIVIS
Materials Section

Laboratory Report

Laboratory No. 73-1939
Prefix No. 620-1929-910
Project
Highway
County Lane
Contractor Contract No.
F. A. Project No.
Submitted by
Date Reported Feb. 26, 197
1 Can
Laboratory Charges

REPORT ON SAMPLE OF Soil as Received

Source of material
Sampled or inspected at
Data No. 50314
To be used
Date received
Sampled or inspected by
Quantity represented

TEST RESULTS

SOIL CONSTANTS		Expansion Pressure and "R" Value T-190						Mech. Anal. T-88	
L. L. T-89		Moisture %	20.2					Sieve Size	% Total
P. I. T-90		Exudation Press. psi	107					4	
Sp. Gr. (Le Chat.)		Expansion Pres. CT in	0.0					3	
Sand Equiv. T-176		Displacement	3.8					2	
Class. M-145		Compaction, psi	115					1½	
Organic	%	"R" Value	21					1	
Nat. Moist.	19.1 %	Density pcf	105.1					¾	
Los Angeles Abrasion	T-96	Water loss ml.	0					½	
Grading	% Wear	Comp. water						⅜	
Oregon Degradation		loss at blows	-					¼	
P20	%, Ht. in.							4	
								10	
								40	
Moist.-Density Relations								60	
T-99 ☐ T-180 ☐ Harvard ☐								200	
Dry Density pcf	% Moisture							P200	

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to .02 mm.	%	%
Silt, 0.02 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

Remarks Selected Subgrade Material: R Value tested as received (19.1% Moisture) - 21. Review of contract #5339 records and the above test results indicate that the material represented has too low an R Value for assignment of a CBR Value.

Engineer of Materials

SP*00056-734

A-2-4

REGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project	Interstate Overlay Need Study Linn County Line-McKenzie River	Laboratory No. Prefix No.	73-1940 620-1929-910
Highway	Pacific	County	Lane
Contractor	Contract No. 5339	F. A. Project No.	
Submitted by	F. W. Yarbrough Completed July, 1960	Date Reported	Feb. 26, 197
1 Can		Laboratory Charges	$13.50

REPORT ON SAMPLE OF Soil as Received

Source of material	Test Pit #2, MP NB 203.35		
Sampled or inspected at	Test Pit #2, 35"-40"	Data No.	50314
To be used		Date received	Jan. 24, 197
Sampled or inspected by	J. Fields - R. Forrester 1-18,19,23, 1973	Quantity represented	

TEST RESULTS

SOIL CONSTANTS		Expansion Pressure and "R" Value T-190						Mech. Anal. T-88	
L. L. T-89		Moisture %	31.1					Sieve Size	% Total
P. I. T-90		Exudation Press. psi	191					4	
Sp. Gr. (Le Chat.)		Expansion Pres. CT in	0.0					3	
Sand Equiv. T-176		Displacement	3.8					2	
Class. M-145		Compaction, psi	115					1½	
Organic	%	"R" Value	15					1	
Nat. Moist.	32.1 %	Density pcf	88.2					¾	
Los Angeles Abrasion	T-96	Water loss ml.	0					½	
Grading	% Wear	Comp. water						⅜	
Oregon Degradation		loss at blows	-					¼	
P20	%, Ht. in.							4	
								10	
								40	
Moist.-Density Relations								60	
T-99 ☐ T-180 ☐ Harvard ☐								200	
Dry Density pcf	% Moisture							P200	

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to .02 mm.	%	%
Silt, 0.02 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer J. H. Versteeg
- ☐ Resident Engineer
- ☐ District Engineer
- 2X ☐ Files
- X Soils & Geology
- X Parker

Remarks Subgrade R Value tested as received (32.1% Moisture) - 15.

Engineer of Materials

SP*6008-T34

A-4-n

REGON STATE HIGHWAY DIVIS
Materials Section

Laboratory Report

Project	Interstate Overlay Need Study Linn County Line-McKenzie River	Laboratory No. Prefix No.	73-1941 620-1929-910
Highway	Pacific	County	Lane
Contractor	Contract No. 5339	F. A. Project No.	
Submitted by	F. W. Yarbrough Completed July, 1960	Date Reported	Feb. 26, 197
1 Sack		Laboratory Charges	$82.50

REPORT ON SAMPLE OF Soil

Source of material	MP N8 203.35		
Sampled or inspected at		Data No.	50314
To be used		Date received	Jan. 24, 197
Sampled or inspected by	J. Fields - R. Forrester 1-18,19,23, 1973	Quantity represented	

TEST RESULTS

SOIL CONSTANTS		Expansion Pressure and "R" Value T-190					Mech. Anal. T-88	
L. L. T-89	58	Moisture %	37.1	34.9	32.6	31.5	Sieve Size	% Total
P. I. T-90	32	Exudation Press. psi	231	294	366	501	4	
Sp. Gr. (Le Chat.)	2.64	Expansion Pres. CT in	0.0	2.0	6.0	12.5	3	
Sand Equiv. T-176		Displacement	4.7	4.1	3.9	3.5	2	
Class. M-145	A-7-6	Compaction, psi	10	10	91	115	1½	0.0
Organic	%	"R" Value	4	8	13	21	1	1.2
Nat. Moist.	%	Density pcf	81.9	83.9	86.9	89.2	¾	0.9
Los Angeles Abrasion	T-96	Water loss ml.	0	0	0	0	½	1.0
Grading	% Wear	Comp. water					⅜	0.6
Oregon Degradation		loss at blows	-	-	-	-	¼	0.5
P20 %, Ht. in.							4	0.4
							10	11.1
Moist.-Density Relations							40	3.5
T-99XX T-180 ☐ Harvard ☐							60	3.3
Dry Density pcf	% Moisture						200	17.0
							P200	60.5

82.5	22.3
85.6	24.6
88.4	26.6
89.4	29.9
88.2	31.3

HYDROMETER ANALYSIS:	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.		%	15.7	%
Coarse sand, 2.0 to 0.42 mm.	4.1	%	3.5	%
Fine sand, 0.42 to 0.074 mm.	24.1	%	20.3	%
Silt, 0.074 to .02 mm.	24.5	%	20.7	%
Silt, 0.02 to 0.005 mm.	17.3	%	14.6	%
Clay, smaller than 0.005 mm.	30.0	%	25.2	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer J. H. Versteeg
- ☐ Resident Engineer
- ☐ District Engineer
- 2X ☐ Files
- X Soils & Geology
- X Parker

Remarks Note: Sample was prepared for testing after oven drying at less than 140°F.
37.1% stabilometer (T-190)
Sample was compacted using a metal plate.
Subgrade: Design R Value @ 95% compaction - 10.

Engineer of Materials

SP-80054-734

A-4-0

A-3

LINN COUNTY LINE - MCKENZIE RIVER
Pacific Highway (FAR 81)
Lane County

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P10	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFICATIO AASHO	Textura
Mile Point (New)																	
203.35																	
NB Lt. 14'	2	0 - 8"	PCC														
		- 19"	1½"	78.0	33.6	25.1	17.6	8.5	21	NP	28	15.00	14.0% 0.7"	81	6.2	A-1-a	Si.Sa.Gr.
		- 35"	5.0"	82.8	74.0	71.4	68.3	28.8	38	12	11	-----	42.1% 14.4"	50	19.1	A-2-6	Gr. Si.Sa.
		- 40"	1½"	97.9	95.4	84.3	80.8	60.5	58	32	--	-----	----	9	32.1	A-7-6	Cl.Sa.
				Compared to:													
		+ 40"	#4	----	100.0	95.8	95.3	91.6	75	42	--	-----	----	6	----	A-7-5	Clay
202.04																	
SB Rt. 24'		Subgrade	#4	----	100.0	95.8	95.3	91.6	75	42	--	-----	----	6	----	A-7-5	Clay
197.80																	
SB Rt. 14'	1	0 - 8½"	PCC														
		- 16½"	2.0"	82.8	45.9	29.7	15.1	8.1	NP	NP	69	16.26	9.6% 0.2"	85	5.5	A-1-a	Si.Sa.Gr.
		- 30"	5.0"	75.7	65.4	58.3	50.5	26.2	38	16	12	NSM	34.0% 11.7"	34	14.4	A-2-6	Gr.Si.Sa.
		- 43½"	3.0"	88.9	80.2	76.7	71.6	32.8	42	19	--	----	-----	33	16.7	A-2-7	Gr.Si.Sa.

A-3

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

5573 — Revised — Revised — Revised

Section Linn Co. Line - McKenzie River — Highway Rd. No. 11 — County Lane — Prefix [illegible]

Engr. H. Hirschfeld — Length of Project 5.17 Miles. — Sta. 13+33.17 — to Sta. 325+70 — Date 4-21-51

TYPICAL SECTIONS Traffic Classif. - Very Heavy

Main Roadway
Sta. 13+38.17 - 279+50

"Contractors Selection of Borrow.
① Typical Soil
76 LL
41 PI
44 % P.200
20 % Silt
75 % Clay
15 "R" Value

9" of P.C.C.

12" of cr. rock or cr. gravel base. (incl. cushion course)

*16" of Selected Subgrade Material. ② Rocky Shale Loam

*② S.S.M. (Subgrade Material from Pit Selection)
33 LL
10 PI
11 % P.200
4 % Silt
6 % Clay
43 "R" Value

② Clay (Expansive)

This material is partly in extent of being valueless

Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
			9	
			12	Cr. Rock incl. Cush.
			16	S.S.M.
	Total		37	

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Revised

Revised

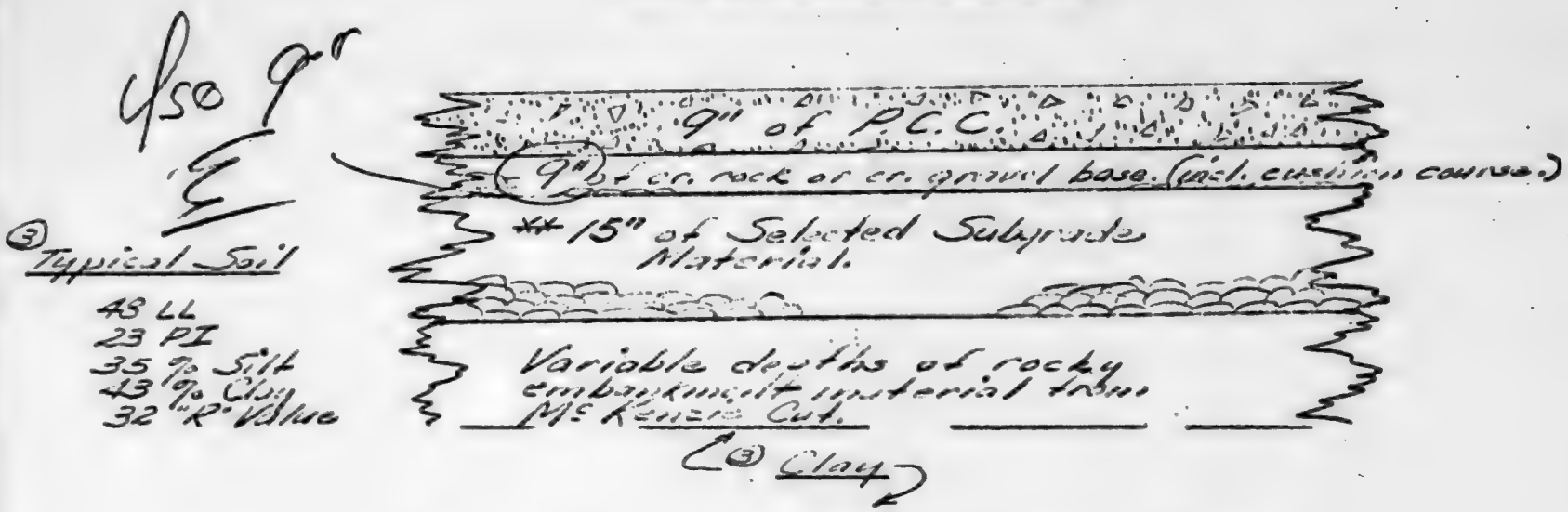
Sht 2 of 2

ection Linn Co. Line - McKenzie Riv. Highway Pacific County Lane Prefix 620-1(12)

s. Engr. H. Mayfield Length of Project 6.0 Miles. Sta. 13+39.17 to Sta. 335+70 Date 4-21-59

TYPICAL SECTIONS Traffic Classif. - Very Heavy

Main Roadway
Sta. 275+50 - 335+70


9" of P.C.C.
9" of cr. rock or cr. gravel base. (incl. cushion course.)
** 15" of Selected Subgrade Material.
Variable depths of rocky embankment material from McKenzie Cut.
(3) Clay

(3) Typical Soil
48 LL
23 PI
35 % Silt
43 % Clay
32 "R" Value

Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
			9	A.C.
			9	Cr. Base (incl. cushion course.
			15	S.S.M.
	54	1	33	

** Clean selected rock from McKenzie Cut.

Note: All other Lines, Grades, Rock, etc. will remain the same currently tabulated as previously shown on the plans.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Bal Allison out 7-1-59

Submitted by [signature] Soils Engineer

Recommended by [signature] Construction Engineer

Recommended by [signature] Engineer of Materials

Approved by [signature] Deputy State Highway Engineer

I-5

Salem, Oregon

March 27, 1973

J. H. Versteeg, Region 3 Engineer

Frank E. Terpin, Final Design Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Linn County Line-McKenzie River Section
Pacific Highway
Lane County

The revised earthwork quantities for the subject project require 140,000 cubic yards of embankment in place and 35,000 cubic yards of topsoil. Will you please have a study made of the proposed borrow area on the east side of the highway between Stations 169+00 and 192+00 to determine if sufficient quantities of suitable materials are available.

This project is one of two in your region which is being readied for moving ahead on the schedule to June 21 from July 26. The other is the Rice Hill-North Oakland Junction Section. In order to include the work of benching the Egge Bluff we must receive your recommendations, as requested in the January 19, 1973, letter to you from Design Engineer, F. L. Hall, as soon as possible.

FET:jh
cc: L. K. Watson

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 27 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

FORM E-20 (REV. 10-69)

I-5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 26, 1973

To: Mr. Frank Hall
Design Engineer
S A L E M

SUBJECT: Median Typical Section
Linn County Line-McKenzie
River Section
Pacific Highway
Lane County

Our thinking has changed on median treatment for the above section since our meeting with Watson at the site some time ago.

To facilitate recovery for out-of-control vehicles, we feel the flush treatment to be superior. However, because of maintenance considerations, we think there should be a rock shoulder similar to what I have shown on the attached sketch rather than have grass adjacent to the paved shoulder.

If you have any question on this, I would be glad to discuss further.

J. X. Wilson

J. X. WILSON
Region Construction Engineer

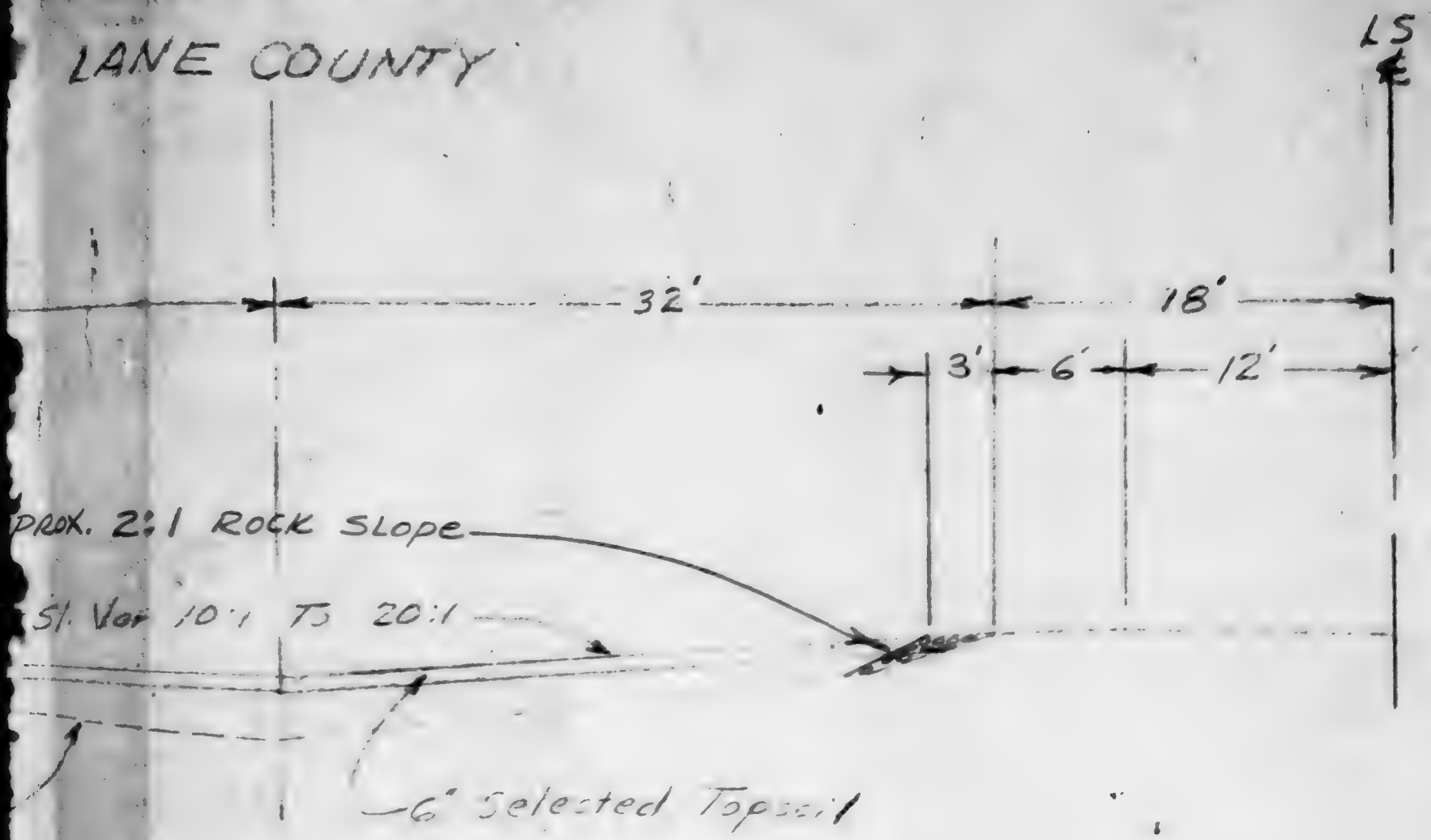
JXW/cw

Hall
K. Olson
RECEIVED
JAN 29 1973
DESIGN SECTION

INE - McKENZIE RIVER SEC.

PACIFIC HIGHWAY

LANE COUNTY

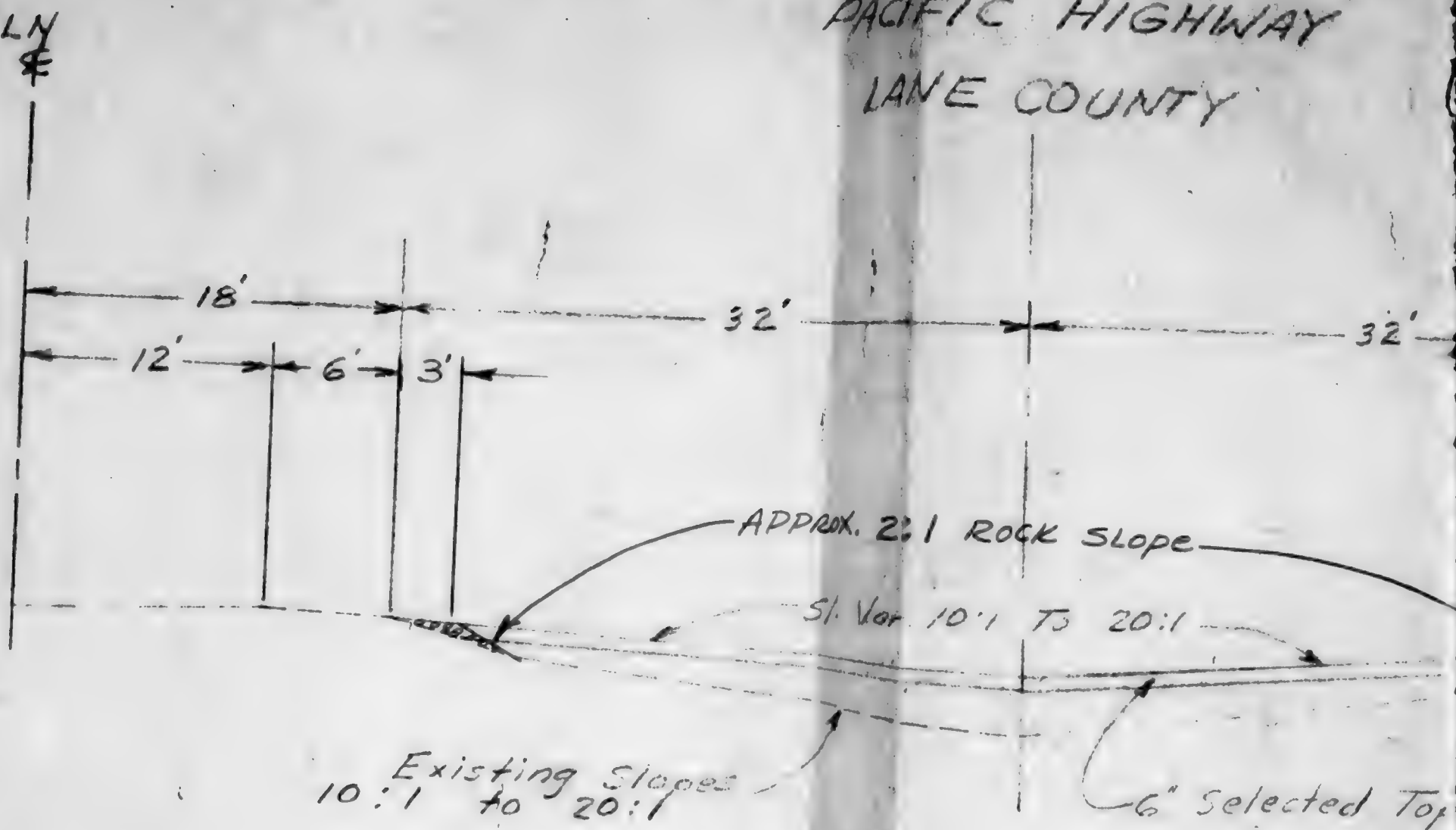


MEDIAN TREATMENT

LINN CO. LINE - McKENZIE RIVER

PACIFIC HIGHWAY

LANE COUNTY



MEDIAN TREATMENT

8116

I-5

Salem, Oregon

January 19, 1973

J. H. Versteeg, Region Engineer
Attention: J. X. Wilson

Frank L. Hall, Design Engineer

Linn County Line-McKenzie River Section
Pacific Highway I-5
Lane County

In your letter of January 16 you documented the existing condition of the Portland Cement concrete pavement on this section. We are including in the plans the installation of longitudinal perforated drains to eliminate concentration of water on the subgrade.

We will also include a bench in the face of "Egge Bluff" to eliminate the problem of fall-out adjacent to the roadway if you will submit a design. It seems to me that in addition to a bench, some flattening of the rock slope is required to control dislodging of boulders due to degradation of the rock. Please give us a definite recommendation on this proposal.

I have discussed the overlay proposal with Vic Wolfe since this feature lies within his jurisdiction. The evidence documented by the photographs showing the condition of the pavement is being transmitted to him by a copy of this letter.

FLH:jn
cc: Victor Wolfe
Frank Terpin
E. J. Gregg

FHWA
I-5

Hall

RECEIVED
JAN 19
DESIGN
SECTION

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 16, 1973

To: Frank Hall
Design Engineer
S A L E M

SUBJECT: Linn Co. Line-McKenzie River Sec.
Pacific Highway
Lane County

Recently we looked over the above proposed safety project with Lyle Watson from your office. Several items were pointed out that we feel absolutely necessary to include in this project.

Of first importance is an A/C overlay of both northbound and southbound lanes. The attached letter report from District Engineer Bill Anhorn shows in Pictures 1 through 11 the deteriorated condition of the S.B. outside lane, which is in the worst condition. Several of these pictures also show concrete patching done this past summer at a cost of approximately $20,000. Picture No. 11 shows most graphically the existing condition of some of these patches which indicates that these repairs are of a very temporary nature. What is most disturbing is the accelerated rate of deterioration during the past two years which indicates complete failure in the very near future.

During maintenance patching operations, our people found great amounts of free water trapped in the sand and crushed material under the slabs and shoulders. At locations where patches were made, drains were constructed out to the fill slopes in an attempt to eliminate some of this water which is contributing to the break-up. Before an overlay is put down over this section, we should install perforated drains longitudinal at the outside edge of the PCC pavement. This should greatly relieve the pumping problem.

REFERRED TO

Cole	Reed
Eriksen	Sample
Heger	X Watson LO

Return ☒ Forward ☐
Discuss ☒ File ☐

BY FINAL DESIGN ENGINEER

1 [illegible]
[illegible] Olson
2 T
[illegible]
[illegible] Iverson
[illegible] Olson
[illegible]
DESIGN SECTION

Another problem of some importance is the high rock face just north of the N.B. McKenzie River Structure, commonly referred to as "Egge Bluff". This cut was constructed without a true bench section but with what was considered an adequate fall-out area. (Originally planned as a frontage road but abandoned because of rock fall). This rock face has degraded now to the point where it keeps the fall-out area full in some areas which creates a hazard to freeway traffic. The fall-out area is too dangerous to clean by normal methods because of rock fall so a clam must be brought in when judgment dictates. Obviously there is a time lag in this operation so rocks on the road are inevitable.

We would propose that under the upcoming safety project, a bench be constructed in this face to eliminate the hazard to both the traveling public and our maintenance forces.

We should push hard to get these items included in the safety project, with particular emphasis on the overlay.

If there is anything further you feel we should present to reinforce our position, please let me know.

J. X. Wilson

J. X. WILSON
Region Construction Engineer

JXW/cw
Attach.

cc C. T. Keasey
R. N. Bothman
William Anhorn
Doug Greene

FORM S-50 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
January 12, 1973

To:
Mr. J. H. Versteeg
Region Engineer
R O S E B U R G

SUBJECT: Linn County Line-McKenzie River
Pacific Highway
Safety Project

Attention: J.X. Wilson

As was discussed a week ago, we submit pictures of two problems on the subject section of highway which we feel should be given some consideration during the upcoming Safety Project.

We would respectfully request that consideration be given to overlaying the P.C.C. pavement throughout this entire section. The pictures enclosed were taken of the S.B. lanes only, which is by far worse than the N.B., however I feel it is only a matter of time until the N.B. is as bad.

We spent over $20,000 this past summer, mostly in the S.B. lanes, patching the worst spots and have to spend this much or more each year until some permanent repair is effected.

The second problem we would like some attention given to is "Egge Bluff." We have a falling rock problem along the bluff and each year maintenance has to clean the fallout trench to prevent sloughing material from going out onto the N.B. lanes of the Freeway. The bluff has eroded to the point where in places it overhangs the trench making it unsafe for our people to work. There exists a bench along a portion of this bluff and, as a part of this project, we would request that this bench be continued on south to the end of the bluff which would eliminate much of the rock fall problem.

The pictures of the bluff which are enclosed do not do justice to the problem which I have tried to describe, however we do feel that a situation exists which is hazardous both to the traveling public and our own maintenance personnel.

Any help you can give us on either of these problems will be greatly appreciated.

RECEIVED
JAN 15 1973

William Anhorn
District Engineer

WA:em

Enclosures

GPO 886-784

8116

RECEIVED
OCT 11 1971

FOR FILING

October 8, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon

Dear Mr. Simpson:

Re: 1. Meacham-Hilgard Section, Old Oregon Trail Highway I-80N, Umatilla and Union Counties
2. Linn County Line-McKenzie River Section, Pacific Highway, I-5, Lane County
3. Albany-Halsey Interchange Section, Pacific Highway, I-5, Linn County

According to paragraph 5(c) of PPM 90-1, those highway sections that received design approval on or after January 1, 1970, and before February 1, 1971, require a written reassessment of the environmental consequences if the proposed highway actions are classed as major.

Design approval for the subject projects was received during the period defined by the dates above. These three projects are safety and overlay projects; they utilize the existing section of highway and do not significantly affect the quality of the human environment. Furthermore, pursuant to guidelines and criteria as set forth by Appendix F of PPM 90-1, and paragraph 4c of PPM 20-8, the proposed construction in these three highway sections are classified as "not major".

It is therefore my conclusion that written reassessment for major highway action as required by paragraph 5(c), PPM 90-1 does not apply to these projects. Your concurrence is respectfully requested.

cc: R. L. Porter
Tom Edwards
L. H. Young
F. L. Hall
W. H. Tebeau
H. S. Coulter
C. T. Keasey
J. B. Boyd

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Concur _____ Date _____
Division Engineer

GP:ed srb

8116

RECEIVED
FEB 17 1970
FOR FILING

GSA FPMR (41 CFR) 101-11.6 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 13, 1970

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-5-4(-)198
Linn County Line - McKenzie River Section
Design Approval

Design approval in accordance with the requirements of paragraph 10 of PPM 20-8 is hereby given for the construction of the appropriate minor safety items on the subject projects. This approval is based on the concept that the Bureau of Public Roads' acceptance of the standards recommended in AASHO's "Highway Design and Operational Practices Relating to Safety" (Yellow Book) constitutes tacit approval of the design of this type of work.

Approval of the detailed design and extent of the specific items involved will be accomplished at PS&E approval.

NOTED
F. R. KLABOE

2-18-70
REFERRED TO
Young
BY ASST. STATE HWY. ENGR

RECEIVED
FEB 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

8116

RECEIVED
FEB 10 1970
FOR FILING

February 9, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Linn Co. Lins-McKenzie River Section
(Sign)
I-5-4 (--) 198
Pacific Highway
Linn County

Dear Sir:

We request your concurrence that design approval was given for the subject project upon the Bureau of Public Roads' acceptance of the standards recommended in the "yellow book", Highway Design and Operational Practice Related to Highway Design, published by AASHO. The proposed project is safety work falling within the category set forth in the "yellow book". In view of these facts and others state hereinafter, we are of the opinion that the intent of current PPM 20-8 has been fulfilled for the subject project. Moreover, we request your confirmation that no further action is required for the proposed project under paragraph 10 of PPM 20-8.

The work to be accomplished under the subject project is primarily removing existing signs and reinstalling them farther away from the roadway using breakaway sign posts, or using the existing posts modified to make them conform to the breakaway type.

The subject project has no adverse effect upon the abutting property, nor does it change the layout or function of connecting roads, streets and existing facilities and requires no additional right-of-way. Furthermore, the subject project does not change or alter the location or design of the previous construction accomplished on this section, but only improves the safety of this section of I-5.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

JG:aw

cc: F. B. Klaboe
D. J. Barbee
R. W. Ellison
B. L. Gifford
R. N. Chase

8116

RECEIVED
AUG 4 - 1969
FOR FILING

2991

August 1, 1969

Mrs. Clara Coleman
2812 S. E. Moreland Lane
Portland, Oregon 97202

Coleman
Willamette

Dear Mrs. Coleman:

Re: Linn County-McKenzie River Section
Pacific Highway, Lane County

This is in reply to your letter of July 12 concerning the rumors of a proposed interchange at Wilkins Road.

At this time, we have no knowledge of a proposed additional interchange any place in the area you referred to. This section of freeway is complete and adequate to handle the projected traffic for which it was designed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
D. J. Barbee

Klabor

3133

REFERRED TO
Admin
BY SECRETARY

Portland, Oregon
12 July, 1969

State Highway Commission
Salem
Oregon

Dear Sirs:

I have heard from several sources that you are planning an overpass- freeway opening at the Wilkins Road. At the time the freeway was put through I was told by the people in charge that you were having to cut down these openings because of money but an opening at the Coleman Road was logical as it is halfway between the two access roads you now have. The Wilkins' road is just a short distance from Coburg and can't possibly give fair access to as many people.

First of all, I would like to know if you are planning such a road, and if so as a large taxpayer of Lane County what your reasons are?

Yours truly,

Clara Coleman

Clara Coleman
2812 S. E. Moreland Lane
Portland, Ore. 97202

Routing

Barbee	Trout
Hall	Wills
A. Olson	Hackleman
Sample	Scott
Terpin	R. Olson
Swenson	Carstensen

RECEIVED
JUL 24 1969
DESIGN
DIVISION

RECEIVED
JUL 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

8116

RECEIVED
JUL 30 1969
FOR FILING

July 23, 1969

Mrs. H. Willoughby
Route 1, Box 150
Harrisburg, Oregon 97446

2981

Dear Mrs. Willoughby:

Re: Linn County-McKenzie River Section
Pacific Highway, Lane County

This is in reply to your letter of July 14 concerning the rumors of a proposed interchange at Wilkins Road.

At this time we have no knowledge of a proposed additional interchange any place in the area you referred to. This section of freeway is complete and adequate to handle the projected traffic for which it was designed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - K2981
D. J. Barbee

DNS:jp srb

REFERRED TO
Admin
BY SECRETARY

Harrisburg, Oregon
Route One, box 150
July 14, 1969

9099

RECEIVED
JUL 15 1969
OFFICE OF
STATE HIGHWAY ENGINEER

State Highway Commission,
State of Oregon
Salem, Oregon

Gentlemen:

I hear by that famous "grapevine" that there is to be an interchange on Highway 5, at the Wilkins Road. Rather than just listen to rumors I am writing to you for the facts.

Before any other overpass is considered as final in the area from the Coburg to the Harrisburg exits, I feel that you should again consider making an interchange at the Coleman Road. This is half way from the Harrisburg and Coburg exits. There is a housing development, with houses now being built, and several already built on the land just east of the Freeway, adjoining our property on the east side. This means many cars are now, and many more each few months need a freeway entrance, rather than going thru the Coburg area, which as you know is getting to be quite congested. The other housing area which is now being developed, and at least four families are now either completely moved in new homes, or are now in the process of building--- is directly to our west boundary, from the Mt. Tom Rodd, half way to the Coleman Road. These people, too, are Eugene-orientated, and have to go thru Coburg traffic now, and need a free way entrance closer for easier flow of traffic.

Since the Coleman Road is half way point, it seems that it would be the logical opening, if one is now being considered. Doesn't seem at all fair one should be considered a couple of miles from an existing one!

If you want a petition or something, I would be glad to have one made. If it would do any good.

Mrs H. [illegible]

8117 Oregon Coast Hwy. at 23rd Dr. 1975
(Lincoln City) Oreg. Coast Hwy.
(Grading and paving)

R

July 14, 1975

United Pacific Insurance Company
Fidelity & Surety Department
PO Box 1216
Tacoma, WA 98401

Gentlemen:

On July 2, 1975, we wrote to you concerning release of final payment on Contract No. 8117 awarded to Oceanlake Paving Company for work on 23rd Drive in Lincoln City on the Oregon Coast Highway in Lincoln County.

Final payment on this contract is $750.55 and the total contract amount is $16,127.82. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

cc Oceanlake Paving Company
2300 SE Highway 101
Lincoln City, OR 97367

bc C. T. Keasey
Walt Hart
V. E. Skoog, Att. Dick Hacek
C. O. Fredrickson
fkn/hb

8117

SALEM, OREGON
June 27, 1975

Highway Project Acceptance

C. T. Keasey
Construction Engineer

F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 8117, Work Completed May 9, 1975

Project Oregon Coast Hwy. @ 23rd Drive (Lincoln City

Highway Oregon Coast, County Lincoln

Type of Work Grading and Paving

Contractor Oceanlake Paving Co.

Recommended Acceptance Date June 27, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

cc: A. E. Johnson
H. S. Coulter
W. J. Hart
Bob Church

8117

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 23rd Drive (Lincoln City)		WEEK ENDING: May 10, 1975
HIGHWAY: Oregon Coast		SECTION PREFIX: 21-0501
NAME OF JOB: 23rd Drive (Lincoln City)	KIND OF WORK: Grading/Paving	COUNTY: Lincoln
CONTRACTOR: Oceanlake Paving Co.	CONTRACT NUMBER: 8117	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Feb. 26, 1975	DATE WORK STARTED: April 3, 1975	ESTIMATED COMPLETION DATE: May 30, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS: work	WORK DAYS USED: work
PROJECT AUTHORIZATION: $ 18,487.74	SPECIFIED CALENDAR DAYS: 75	CALENDAR DAYS USED: 55
EXCLUSIVE OF ENGINEERING: $ 16,873.09	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 73%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 16,146.50	ENGINEERING AUTHORIZATION: $ 1,614.65	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 102%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 2 %	ENGINEERING COST TO DATE: $ 1,405.37	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96%
	PERCENT OF AUTHORIZATION: 87%	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.22	0.22			0.22
MILES PARTIALLY COMPLETED	0.22	0.22			0.22
MILES COMPLETED	0.22	0.22			0.22
TOTAL ESTIMATED QUANTITIES (CONTRACT)	480 CY	850 TOns			300 Tons
TOTAL QUANTITIES CORRECTED TO DATE	392 CY	960 Tons			290 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	392 CY	960 Tons			290 Tons
AVERAGE DAILY QUANTITIES	196 CY	240 TOns			145 Tons
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	1				
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK: 2 10CY Dump Trucks, 1 Shovel, 1 Blade, 2 Rollers, 1 Vibrapact

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	NA							
PERCENT	NA							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy	1		
MONDAY	Cloudy	1		
TUESDAY	Cloudy	1		
WEDNESDAY	Clear	1		
THURSDAY	Clear	1		
FRIDAY	Cloudy	1		
SATURDAY		1		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
May 4 SUNDAY	No Activity
5 MONDAY	Contractor grading Agg. Base, preparing to pave.
6 TUESDAY	Contractor paving from Sta. 985+00 to 993+00. .
7 WEDNESDAY	Contractor paved 2 road approches (driveways) and feathered in south end of project. Also placed 1"-0 Agg. for side slopes.
8 THURSDAY	No Activity
9 FRIDAY	No Activity
10 SATURDAY	No Activity

REMARKS

Work completed, awaiting final inspection,
This will be the last weekly report submitted by this office for this project.

SIGNED Charles W. Edwards LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

2117

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 4, 1975

FILE: 21-1308

FROM: C. O. Fredrickson
REGION 2 ENGINEER

TO: Hal Versteeg
ROAD DESIGN ENGINEER

SUBJECT: Review of Striping Plans
Oregon Coast Highway at
23rd Drive - Lincoln City

As requested, we have reviewed the subject striping plan. We are in agreement with it with one exception. We feel that it is not necessary to have a painted island immediately north of the refuge lane. We feel that this should be a double yellow (propeller blade) reverse curve. This would allow the second northbound uphill lane to begin much sooner and would also cut-down on future maintenance.

3-11-75

Discussed by phone with Rick Kuehn & decided to leave as is. Same because of transition from 2 lanes S. bnd. to 1 lane. Bar area provides space for motorist who is squeezed over by rt. hand curve. DRK

½ Hal

RK/ek

Copy to C. O. Fredrickson

8117

~~PRO 4-3~~

FORM E-00

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE February 4, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
S. 23rd St. (Lincoln City) Inter.
Oregon Coast Highway
Lincoln County

543-5
543-5

Attached for your information is an assessment for a bond project which Project Management Section has classified as Category 3, non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
D. E. Swan
B. L. Gifford
County & City Unit
Region 2: C. O. Fredrickson
District 4: H. C. Johnson

APPROVED
E.S.H.
E. S. Hunter
Date 2-5-75

2-5-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
FEB 4 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date 11/74

A. PROJECT IDENTIFICATION

Name of Project South 23rd St. (Lincoln City) Intersection RF-153(-)
(Section)

Location of Project Oregon Coast (Highway Name) US - 101 Oregon (Highway No., US - ORE)

Lincoln (City) Lincoln (County) II (Region)

Program Bond (Funding) $16,000 (Estimated Cost) 21-1308 (Prefix)

(with possible conversion to Federal aid)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To provide a left turn refuge lane for Southbound traffic from the Coast Highway to South 23rd Street.

Origin and History: A field survey of this area was completed in 1967.. Controls established at that time are used for this project. District 4 C.O.G. has established this project as their priority No. 46.

C. DESCRIPTION OF PROJECT

Length 900 ft.

Termini Northerly Sta. 985-MP 116.02 (450 feet north of the 23rd St. intersection)
Southerly Sta. 994 MP 119.19 (450 feet south of the 23rd St. intersection)

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY 3 PROJECT
NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) None

Typical Section The proposed section at the intersection is for two travel lanes separated by a median section channelized for a left turn refuge. The median section would taper into the existing centerline at either end of the project. The shoulder area on the westerly side of the highway will not be reconstructed, on the easterly side a paved shoulder is proposed.

Structures

STRUCTURES: None

Characteristics (ADT) The 1973 ADT was 9200 vehicles with a maximum of approximately 20,000 for a peak day. The traffic projection for 1993 ADT is for 16,500 vehicles.

Other General Information (or Supplemental information to items) All work would be confined to the easterly side of the highway. Stage construction procedures would not be required and traffic disruption during construction would be minimal. Commercial material sources are available, and as the project is small, alternate material sources would not be considered.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

For the minor work involved, none have been considered.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [X] Not Required [ ] Required [ ] Recommended

Type Tentative Date(s)

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The topography is hilly with small Coastal brush growing in clay soils. There is no particular water problem, the drainage will continue in the same pattern as at present, some by radside ditches and some by an existing Storm Sewer System.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Adjacent land use on the easterly side is commercial with a small garage and a Commercial Ready-Mix Paving Plant having access in the project area. The westerly side of the highway is undeveloped. The proposed plan should have no effect on noise or air conditions. The existing utilities, power and telephone, are far enough removed that they won't be affected. There is a sanitary sewer which will require the adjustment of 2 manholes.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: None

Consequences:

2. Estimated Changes in Traffic Patterns: Vehicles entering or leaving the Ready-Mix paving plant will be encouraged to use 23rd St. as an access rather than existing access points along the highway. This would improve the highway safety and help eliminate congesting in the project area.

Consequences:

3. Estimated Changes in Land Use: None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: None

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources: None

Consequences:

6. **Preliminary Identification of Areas of Critical Environmental Concern:**

None

7. **Potential for Controversial Issues:** None

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☐ Section 4(f)
- ☐ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☐ Other _____

According to Chpater I of Title 23 CFR, Part 771, this project is deemed a non-major action.

Knuckle End
Neptau
LAKE
Waconia Beach (PO)
Oceanlake
DEVILS
D River
Devils Lake
Delake
(BM 61)
Lincoln City
PROJECT
AREA
Nelscott
(BM 38)
Taft
High Sch
BM 136
BM 15
BM 34
34
35
Cutler City
Drift Cr
Bay
Siletz
Kernville
10
BM 9
Schooner
Creek
Drift
Covered Bridge
Pikes Camp
Bell Mtn
Rock Quarry
The Loop
Deadwood
Elbe Prairie
Prairie Hill
Elbe Falls
Sunset
S I U S L A W
N A T I O N A
F O R E S T
each

MATCH TO SHEET 1
OCEAN LAKE DISTRICT
OCEAN
PACIFIC
DEVILS LAKE
DEVILS LAKE STATE PARK
RIVER
OREGON
COAST
HARBOR HWY
DEVILS LAKE STATE PARK
LAKE
Creek
PROJECT AREA
N
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL A-D SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY OCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
SHEET ARRANGEMENT
LINCOLN CITY
LINCOLN COUNTY OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 4275

8117

July 11, 1974

Mrs. G. R. Martin
1424 S. 23rd Drive
Lincoln City, OR 97367

543.5
543.J

Dear Mrs. Martin:

This will acknowledge your July 1 letter in which you suggested a left-turn refuge be painted on the Oregon Coast Highway at S. E. 23rd Drive in Lincoln City.

We have a left-turn refuge project planned for this intersection. It will be implemented as soon as plans can be prepared and the project scheduled. This will most likely be late summer or next spring.

Thank you for writing.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
R. L. Schroeder
L. E. George
C. O. Fredrickson (enc.)

RDT:pb ja

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
JUL 2 '74
REFER TO
Schroeder
FOR
Info | Cmves | R/D | D/R | Sign | Act | File
XX

1424 SE 23rd Drive

1424 S. 23rd Drive
Lincoln City, Oreg.
97367

July 1, 1974

Oregon State Highway Commission
Salem, Oregon

Dear Sirs,

I would like to suggest a much needed improvement in a Lincoln City traffic problem at S. E. 23rd Drive. There is no street open west of there. But south bound traffic wishing to make a left turn need a turn-out painted on the street there. There is plenty of width at this point. North bound cars come around a curve so close and fast that it offers another problem and often a further tie up of traffic at this corner.

There are several businesses as well as residents east on this street.

We surely would appreciate your cooperation before a serious accident occurs.

Respectfully,
Mrs. G. K. Martin

RECEIVED
JUL 3 1974
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

8118 Pac. Hwy. E. at E. Lincoln St. (Woodburn) Sec.
(Traffic signal installation) 1975

CA 5067-NPH4

T

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Woodburn
City Hall
Woodburn, OR 97071
Attention of

Request No. (assigned by staff engineer or head of division) CC 1674
Date December 6, 1976
Payer's Order No. (if any)
Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: TOPICS Project T-5030(3)
Pacific Highway East at Lincoln Street
City of Woodburn

Covered by agreement dated 8/21/74
Contract No. 8118

Itemized Statement: CLR-DT File No. T-5030-3 Advance Deposit $3,100

Quantity	Unit	Description	Unit Price	Amount
		City's advance deposit 2/28/75	$3,100.00	
		City's share per attached statement	2,973.71	
		REFUND DUE CITY		$126.29
		(Attach itemized statement to invoice)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 3,100.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
24-0606-299

Submitted by:
Gary E. Zehner
Gary E. Zehner, Local Projects Coord.

Approved:
Division Engineer
☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
Approved: ☐ UPE ☐ CE ☐ PE ☐ RPE ☐
G. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

(MEMORANDUM) Final Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7. VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Building, Salem, Oregon 97310

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: I-5030 (3) WOODBURN

VOUCHER PERIOD: FROM 8-15-74 TO 5-28-76

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$26,382.64	$20,147.25	76.39%	$20,444.53	$20,444.53	$ 0.00	

RECEIVED DIVISION OFFICE — BY — DATE

FIELD AUDIT MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE

REMARKS

Oregon

V. E. Skeeg
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Pacific Hwy E. at E. Lincoln St. (Woodburn) Section **Marion County**					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering		All	Required	$1,959.47	
	Total Preliminary Engineering Cost				$1,959.47	
	Construction					
	Type (Code 703)					
	Traffic Signals (Pacific Hwy at Lincoln St.) (Contr. #511)					
	Final Contract Payment January		Lump	Sum	$22,038.50	
	Total Construction Cost				$22,038.50	
	Construction Engineering					
	State		All	Required	$2,134.82	
	Miscellaneous Project Costs					
	Equal Opportunity Program Expense		All	Required	14.46	
	Total Participating Cost				$26,147.26	
	Nonparticipating Items					
	Preliminary Engineering		All	Required	$24.74	
	Interest Paid to Contractor		All	Required	10.51	
	#2 Permanent Traffic Lines		All	Required	145.45	
SFO	Construction Engineering		All	Required	54.59	
	Total Nonparticipating Cost				235.29	
	Total Cost				$26,382.54	
	Prepared based on costs as shown on Federal Billing as of 6-19-76.					

AMOUNT CARRIED FORWARD..

FORM PR-20A (6-71)

GPO 914-021

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

FISCAL YEAR	PAYEE	VOUCHER DATE	TOTAL AMOUNT
	Linnco Electric Co. 910 E. Queen Albany, OR 97321	1-29-76	$1,575.95

WARRANT NUMBER: 37050

CONTRACT NO.	ESTIMATE NO.	
8118	3F	Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction. For Payment of accounts incurred by the State Highway Division by authority of ORS366.439.
PERIOD COVERED: ~~to 11/1/75~~ To 11/11/75		
APPROVED: tracer 2/10/76		This final claim has been authorized in the above amount.
DESIGNATED AUTHORITY		(DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, _____ certify that I am _____

_____ (IF FIRM OR CORP., STATE CAPACITY) that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

_____ (Signature)

FORM 81-734-1020

FED. AID PROJECT NO. F 503003 | CONTRACT NO. 8118 | ESTIMATE NO. 3F | PREPIS NO'S.

ITEM NO.	DESCRIPTION	UNIT	PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
0010	MOBILIZATION	LUMP	250.0000	100.000	250.00	250.00	232.70
0020	TRAFFIC CONTROL	LUMP	3.2500	197.000	640.25	607.55	56.25
0030	1" WATER LINE	LIN FT	1.5000	19.500	146.25	90.00	210.02
0040	2" WATER LINE	LIN FT	2.0000	100.000	21002.00	20791.98	
					Total Cost $22,038.50		
					Inc Cost 8.50		
	IMAGE						
	DEPOSIT						
	IMAGE						
	TOTAL CONTRACT ITEMS				24038.50	21539.53	498.97
	IED ON CONTRACT ITEMS						
	FORCE ACCOUNT				1,076.98	1,076.98	
	TOTAL PAYMENTS						

FOR E-PACIFIC HWY-LYN ST CONT NO 8118 & FA PROJ NO S T 503003

22038.50
10.51
2.00
1345.45
3103.12
6400
5.94
380.71
63.07
100
9.41

ADMINISTRATION
If signed by
K. Hossner
Dist. Engineer
DATE 5/28/76

...ector
...ct Engineer

Previous Editions of PR-33E Will Not

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FHWA 01-736-1020

COUNTY: MARION | CONTRACT NO.: 8118 | ESTIMATE NO.: 3

HIGHWAY: PACIFIC HIGHWAY EAST | FEDERAL AID PROJECT NO.: F 5030003

SECTION: PACIFIC HWY E AT E LINCOLN (WOODBURN)

PREPIS NO'S.

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	1P TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	250.0000	100.000	250.00	250.00	
002	1P TEMPORARY SIGNS	SQ FT	3.2500	197.000	640.25	407.55	232.70
003	1P FLAGMEN	HOURS	7.5000	19.500	146.25	90.00	56.25
004	1P TRAFFIC SIGNAL INSTALL COMPLETE	LUMP SUM	21002.0000	100.000	21002.00	20791.98	210.02
		Type Code	"P" Constr. Cost		Total Cost		
		Y031	$22,038.50		$22,038.50		

GROSS RETAINAGE				
TREASURER DEPOSIT				
NET RETAINAGE				
	TOTAL CONTRACT ITEMS	22038.50	21539.53	498.97
	% RETAINED ON CONTRACT ITEMS			
	FORCE ACCOUNT		1,076.98	1,076.98
	TOTAL PAYMENTS	22,038.50	22,462.55	1,575.95

DATE: 01 28 76

PREVIOUS VOUCHER NO.: PG. 01 8118

CHECKED BY: 24994

ENGINEER OR AUDITOR: lp/dj

W. Mueller

| | | |

STATE COPY

8, 8

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

5-26-76

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Marion	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
5/25/76	R. Schimelfenyg, Asst Area Engr	T-5030(3)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
11/12/75	1/27/76	100 %	100

APPROVED EXTENSIONS	LOCATION
---	See below

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report. There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

MAY 28 1976

Washington

NOTED
E. S. HUNTER

PACIFIC HIGHWAY EAST-EAST LINCOLN STREET
PACIFIC EAST HIGHWAY
Traffic Signal Installation

The project was considered satisfactory and recommended for acceptance in the final inspection conducted by P. V. Riedl on December 12, 1975. The City of Woodburn accepted the project and assumed maintenance responsibility on December 16, 1975.

Materials Certification, PR-47, and Statement of Overruns and Underruns are on file in the Division office.

RECEIVED
STATE HWY ENGR
JUN 1 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original signed by P. V. RIEDL		SIGNATURE: Original signed by G. K. Hossner	
TITLE: P. V. Riedl, Area Engineer	DATE: 5/26/76	TITLE: G. K. Hossner, District Engineer	DATE: 5/28/76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8118

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

1 2 4 5 8 9 12 13 15 16 18 19 22 23 24 25 27 28 30 31 33

ALL CARD A — *To be completed by Washington Headquarters Personnel*

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN (X) / RURAL ( )
Oregon	Marion	T 5030(3)	

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		Y031	
20	FINAL CONSTRUCTION COST	DOL.	22739	
21	LENGTH OF PROJECT	MILES	-	

DATE STARTED: September 2, 1975

DATE COMPLETED: November 11, 1975

TOTAL NO. BRIDGES: 0

PART B *(To be completed by contractor - See instructions on reverse)* *(REMARKS Attach plain sheet of paper)*

		TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR	420	$3,187

CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	14,701
	9	PETROLEUM PRODUCTS	GAL.	187
	1	CEMENT	BBL.	
CARD C	2 92	AGGREGATES PURCHASED	TON. / CU. YD.	
	3	BITUMINOUS MATERIAL	GAL.	
	4	LUMBER	THSD BD FT	
CARD D	5	TIMBER PILING	LIN. FT.	
	7	REINFORCING STEEL	LB.	1,000
	8	STRUCTURAL STEEL	LB.	
	10	EXPLOSIVES	LB.	
CARD E	11	READY-MIXED CONCRETE	CU. YD.	18
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	
	15 95	AGGREGATES PRODUCED	TON / CU. YD.	
CARD F	16	MISCELLANEOUS STEEL	LB.	
	17	FENCING	LIN. FT.	
	18	GUARDRAIL	LIN. FT.	
	19	BRIDGE RAIL	LIN. FT.	
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	

CARD H — CULVERT ITEMS

ITEM	SIZE (In.)	LGTH. (Lin. ft.)
6	CORRUGATED STEEL CULVERT	

CARD J

ITEM	
13	CONCRETE PIPE

CARD K

ITEM	
14	CLAY PIPE AND DRAIN TILE

CARD L

ITEM	
25	CORR. ALUMINUM CULVERT

CARD M

ITEM	
26	CAST IRON PIPE

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 53 61 62 70

FORM PR- 47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show **best estimate** of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 881-120

8118

February 3, 1976

Unigard Mutual Insurance Company
PO Box 25411
Portland, Oregon

Gentlemen:

On January 28, 1976, we wrote to you concerning release of final payment on Contract No. 8118 awarded to Linnco Electric Co. for work on the East Lincoln Street Section in the City of Woodburn of the Pacific Highway East in Marion County.

Final payment on this contract is $1,575.95 and the total contract amount is $22,038.50. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Linnco Electric Co.
910 East Queen
Albany, OR 97321

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: PACIFIC HWY E.@LINCOLN ST. (WOODBURN)		NOVEMBER 15, 1975
	SECTION PREFIX: 24-0606	
HIGHWAY: PACIFIC HIGHWAY EAST	COUNTY: MARION	
KIND OF WORK: TRAFFIC SIGNAL INSTALLATION		
NAME OF JOB: PACIFIC HWY. E: @ LINCOLN ST.(WOODBURN)	CONTRACT NUMBER: 8118	FEDERAL AID PROJECT NUMBER: T-5030(3)
CONTRACTOR: LINNCO ELECTRIC CO.	DATE WORK STARTED: SEPTEMBER 2, 1975	ESTIMATED COMPLETION DATE: NOVEMBER 11, 1975
DATE OF CONTRACT: MARCH 5, 1975	SPECIFIED WORK DAYS	WORK DAYS USED
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION:	SPECIFIED CALENDAR DAYS: 240	CALENDAR DAYS USED: 240
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $25,925.09	ENGINEERING AUTHORIZATION: $2,264.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $23,660.89	ENGINEERING COST TO DATE: $1,900.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $23,660.89	PERCENT OF AUTHORIZATION: 84 %	DATE PROJECT WAS COMPLETED: NOVEMBER 12, 1975
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9	Showers	1		
MONDAY 10	Showers	1		
TUESDAY 11	Showers	1		
WEDNESDAY 12	Clear	0		
THURSDAY 13	Cloudy	0		
FRIDAY 14	Showers	0		
SATURDAY 15	Showers	0		

Routing: Keasey, Bond, Jackmond, Harwood, Johnsen, Walker — Richards, Glenn, Berg

RECEIVED
NOV 17 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 9	No Activity
MONDAY 10	Contractor placed concrete pad in front of control cabinet.
TUESDAY 11	Contractor worked on grouting pole bases.
WEDNESDAY 12	PGE installed power service and the system was activated at 12:25PM. System was checked out by Rick Kuehn, Bob Judson and Gordon Dale (Singer Co.).
THURSDAY 13	No Activity
FRIDAY 14	No Activity
SATURDAY 15	No Activity

REMARKS

PROJECT COMPLETE.

SIGNED Wm E Merrill LOCATION _____

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8118 R

STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
MONTHLY TRANSACTION NO.	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
3-77	3-21-75	COUNTY Marion
		PROJECT NO. T-5030(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99E Pacific Hwy. E. at Lincoln St. (Woodburn)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING AND RESEARCH (HP & R)	11-6-74	
PRELIMINARY ENGINEERING	8-15-74	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	1-29-75	0.0
OTHER (Specify)		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 26,136	$ 20,434

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)
for: G. L. Green

Date executed by Division Engineer 3-21-75

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

NONDISCRIMINATION PROVISION

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions are contained in State-City Agreement approved by the Highway Division on August 21, 1974.

As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines, it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

☆ U. S. GOVERNMENT PR[illegible] OFFICE: 1974—625-858 3-1

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, singals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance; *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

Oregon State Highway Division

Federal-Aid Project
No. T-5030(3)

PACIFIC HWY. E. AT E. LINCOLN ST. (WOODBURN) SECTION

PACIFIC HIGHWAY IN MARION COUNTY

Salem, Oregon, March 14, 1975

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code Y031
Traffic Signals (Pacific Hwy. at Lincoln St.)

Temporary Protection and Direction of Traffic	All Required		$ 250.00
Temporary Signs	120 sq.ft.	3.25	390.00
Flagmen	40 hours	7.50	300.00
Traffic Signal Installation, Complete	All Required		21,002.00
	Subtotal		$ 21,942.00
	Engineering		1,694.00
	Engineering (Signal Controller Testing)		500.00
	Total		$ 24,136.00

Length of Project _____ 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 2,000.00	$ 1,563.00	$ 218.00	$ 219.00
Traffic Signals	24,136.00	18,871.00	2,633.00	2,632.00
Total	$26,136.00	$20,434.00	$2,851.00	$2,851.00

Group 1 - 100%

Contract No. 8118

Prefix No. 24-0606

PACIFIC HWY. E. AT E. LINCOLN ST. SECTION

Nonparticipating - State Work

Permanent Pavement Striping (S.F.)	All Required	$ 200.00

U. S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

F TRAL AID PROJECT NO.
T-5030(3)

STATE PROJECT NO.
PACIFIC HIGHWAY EAST AT LINCOLN ST. SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
T-97

COUNTY NAME
MARION

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

2-4-75

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
FEB 6 '75
REFER TO
Hunter
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JANUARY 29, 1975	JANUARY 29, 1975	PRIMARY ROUTE 5

STATE ROUTE NUMBER
PRIMARY ROUTE 1E

GENERAL LOCATION:
CITY OF WOODBURN

GENERAL DESCRIPTION OF WORK:
INSTALLATION OF TRAFFIC SIGNALS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
Copies Sent

MR. RULIEN'S JANUARY 24, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED TITLE SHEET IS RETURNED HEREWITH.

PROJECT MANAGEMENT SECTION

Routing	Action	Info
[illegible]		
Hwy. Dev. Engr.		
Office Engr.		
County-City		
Federal Aid		
Inventory-Needs		
Mileage Control		
Prog. & Schedule		
Remarks:		

FEB - 6 1975

RECEIVED
FEB 6 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-4-75	Elmer L. Corwin	DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

T

Att: R/W
CONSTRUCTION
REGION 2

OREGON STATE HIGHWAY DIVISION
State Highway Building
Salem, Oregon 97310

1-27-75

Attn: County and City Section

RECEIVED
COUNTY & CITY SECTION
JAN 29 1975
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

SUBJECT: Federal Aid Project No. T-5030(3)

Project Name Pacific Highway East @ Lincoln Street

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

☒ Additional right-of-way will not be required for this project.

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☒ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Woodburn, Oregon,

this 27 day of January, 1975.

City of Woodburn

Ralph E. Pickering, Mayor
Mayor

Nancy O Bussa
Recorder

R/W File No. _____

U. S. DEPARTMENT OF TRANSPORTA[illegible] - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-6-74

F[illegible]RAL AID PROJECT NO.
T-5030(3)

STATE PROJECT NO.
PACIFIC HIGHWAY EAST AT LINCOLN STREET

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
T-97

COUNTY NAME
MARION

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

[illegible] HWY ENG.
7 '74
REFER TO
FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
NOVEMBER 6, 1974

FEDERAL ROUTE NUMBER
PRIMARY ROUTE 3

STATE ROUTE NUMBER
PACIFIC HIGHWAY EAST - PRIMARY ROUTE 1E

GENERAL LOCATION:
CITY OF WOODBURN

GENERAL DESCRIPTION OF WORK:
AS REQUESTED IN MR. RULIEN'S OCTOBER 23, 1974 LETTER YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

WE CONCUR THAT THE TIMESAVING PROCEDURES ENUMERATED IN VOL. 6, CHAP. 8, SECTION 2, SUBSECTION 2, PARAGRAPH 5c OF THE FEDERAL-AID HIGHWAY PROGRAM MANUAL APPLIES TO THE SUBJECT PROJECT.

LOCATION/DESIGN APPROVAL IS HEREBY GRANTED FOR THE SUBJECT PROJECT AS REQUESTED IN MR. RULIEN'S OCTOBER 23, 1974 LETTER.

RECEIVED
NOV 7 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-6-74	[signature]	Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

81.18

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 3, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO Glen Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Pacific Highway East at Lincoln Street
City of Woodburn
Marion County
TOPICS Project T-5030(3)

This negative declaration precedes our request for location-design approval of the subject Federal-aid TOPICS project.

LOCATION AND DESCRIPTION OF PROJECT — The project is located in the city of Woodburn, Marion County, Oregon at the intersection of Pacific Highway East and Lincoln Street. The proposed project consists of the installation of a two-phase, fully traffic actuated traffic signal.

PURPOSE OF PROJECT — The purpose of the project is to alleviate major delays and conflicts that now occur at this intersection, particularly during peak periods. Pedestrian traffic would also gain crossing protection from this project.

EXISTING ENVIRONMENTAL SETTING — The Pacific Highway East is a north-south primary route. It passes through Woodburn on the easterly side, and at the intersection of Lincoln Street it is a two-way facility with four lanes and left-turn refuges. Average daily traffic at the intersection for 1973 was 10,750 vehicles. (See attached

illustration.) Traffic is controlled by stop signs on Lincoln Street.

Land use along the highway extending several blocks north and south is typical of commercial strip development. The four corners of the intersection are occupied by a shopping center on the northeast, a garden center on the southeast, a used furniture store on the southwest, and a bank on the northwest. Except for the furniture store, these businesses have customer access to both streets and all have on-premise parking.

Lincoln Street is one of three east-west arterials connecting the central business district with Pacific Highway East. It is a two-lane, two-way facility. Land use along Lincoln Street west of the intersection is residential. Many of the residents in this area are over 65 years of age and walk or bicycle to the shopping center on Pacific Highway East. Traffic is such that crossing the highway on foot or in a vehicle is difficult, especially at peak hours. From 1971 to June of 1974, eleven accidents occurred at this intersection, resulting in 4 injuries.

East of the intersection, land use along East Lincoln Road is residential and agricultural. Average daily traffic is approximately 500 vehciles, less than 25 per cent of that on the westerly section.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The significant impacts expected from this project are the reduction of delays along Lincoln and more satisfactory egress patterns from the shopping center, bank, and garden center.

Traffic patterns are not expected to change significantly except for those businesses which face the intersection. It is expected that vehicles leaving these businesses will tend to use Lincoln Street rather than enter the highway traffic.

A decrease in angle and turning accidents is anticipated with the signal installation. However, this may be balanced by an increase in rear-end collisions. In general, the severity of injuries resulting from rear-end collisions is less than that resulting from injuries sustained in turning and angle collisions, so a decrease in the safety hazard could be expected from the proposed installation.

Lengthy delays on Lincoln Street will be relieved at the cost of a minor increase in delays on Pacific Highway East. Therefore air quality should improve slightly. Noise levels can be expected to increase by approximately 4 decibels but will not exceed standards. The garden center, because of its close

proximity to the roadway, will experience levels near the limit for commercial zoning.

No right-of-way will be required. Land use in the area will not be affected.

Under Federal Highway Administration Instructional Memorandum 50-1-70, paragraph 2(a), and by agreement with the state, this project is of a type that is exempt from the State Clearinghouse review. Therefore, a Notice of Intent will not be furnished the State Clearinghouse or the local Council of Governments for the O.M.B. A-95 review process.

BASIS FOR NEGATIVE DECLARATION

It is the conclusion of the Oregon State Highway Division that this proposal does not constitute a "major action" as defined in Policy and Procedure Memorandum 90-1, Appendix F, paragraphs 2 through 4, since no right-of-way will be required; there will be no change in traffic patterns; there will be no effects on existing or planned land use; and there will be no significant adverse effects on social and natural environments.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur _____
Divison Engineer

Date OCT 10 1974

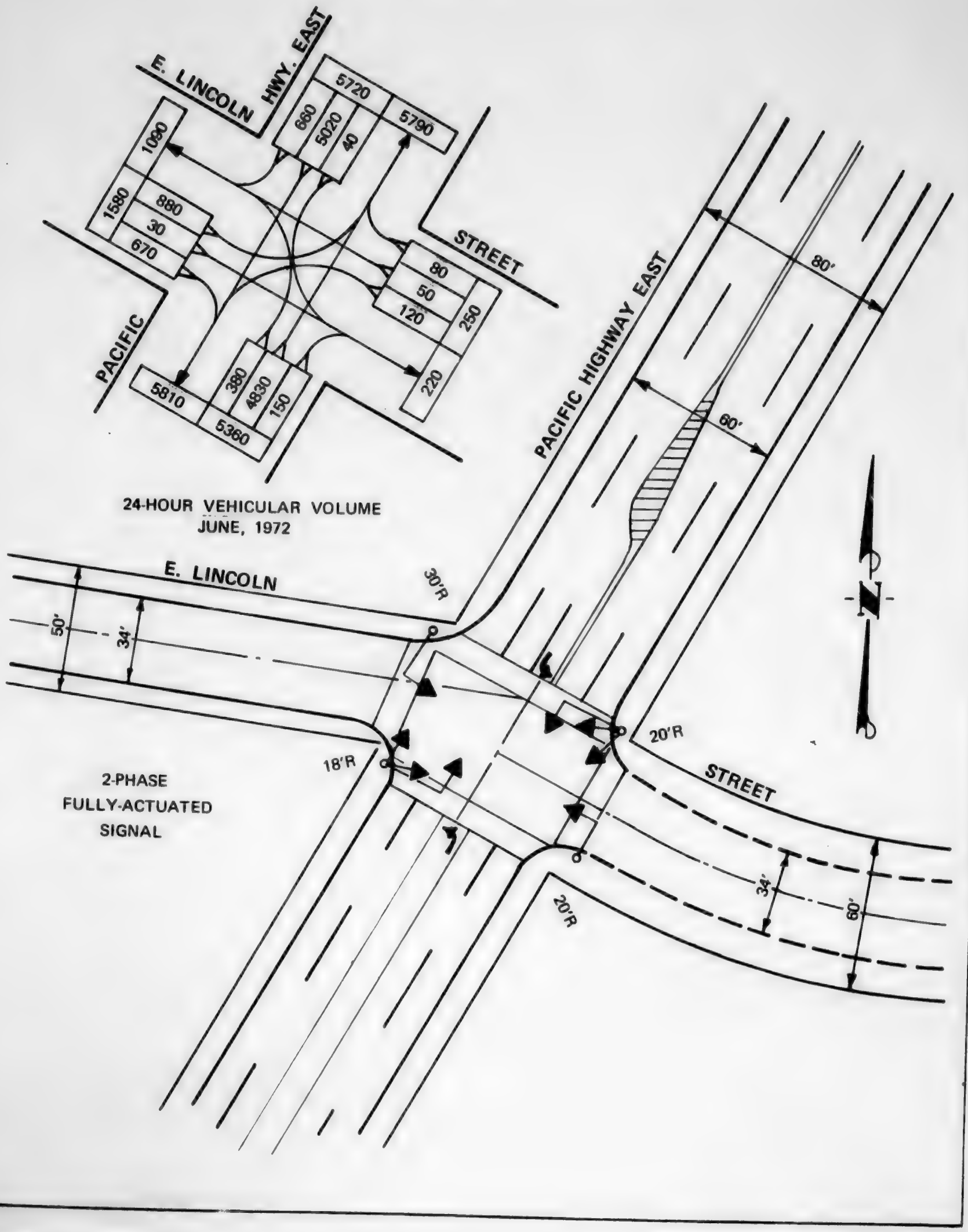
DK:cb

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. W. Rulien
C. O. Fredrickson
Gary Zehner

PROPOSED TOPICS PROJECT

WOODBURN

PROPOSED SIGNALIZATION
PACIFIC HWY. EAST AND E. LINCOLN ST.
WOODBURN



24-HOUR VEHICULAR VOLUME
JUNE, 1972

2-PHASE
FULLY-ACTUATED
SIGNAL

8118

September 3, 1974

City of Woodburn
City Hall
Woodburn, OR 97071

Attention: Harvey O. Burris
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5067

Gentlemen:

Attached for your files is a fully executed TOPICS agreement for installation of a traffic control signal at the intersection of the Pacific Highway East and Lincoln Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser

Att.

cc H. S. Cox (agree. att.)

CITY OF WOODBURN

550 North First Street • Woodburn, Oregon 97071 • 981-5020

Department of Public Works

August 29, 1974

RECEIVED
COUNTY & CITY SECTION
AUG 30 1974
☐ STRUC. ☑ CGUR. ☐ DE ☐ AE ☐ DE
☑ RPE ☐ CE ☐ RE ☐ RPE ☐

Mr. H.S. Cox
County and City Engineer
Oregon State Hwy. Bldg.
Room 405
Salem, OR 97310

Re: TOPICS Project
Signalization - Pacific Hwy. East and Lincoln St., Woodburn

Dear Mr. Cox:

This negative declaration is to accompany our request for approval of a Federal Aid TOPICS project at Pacific Highway East and Lincoln Street in Woodburn.

LOCATION AND DESCRIPTION OF PROJECT

This project is located on Pacific Highway 99E at it's intersection with Lincoln Street. The proposal consists of the installation of new two-phase full traffic-actuated traffic signals.

PURPOSE OF PROJECT

Traffic at this intersection is now controlled by stop signs on Lincoln Street with no controls on Pacific Highway. The project is intended to alleviate major delays and conflicts that now occur particularly during high use periods. Lack of adequate access to Pacific Highway has contributed to an excessive number of accidents at this location. The project is further intended to reduce the accident rate at the intersection.

Installation of this traffic signal has been given a high priority in the Area Wide TOPICS Plan for the Woodburn urban area.

EXISTING ENVIRONMENTAL SETTING

The project site is at the intersection of Pacific Highway East and Lincoln Street in Woodburn, Oregon. Pacific Highway East (Oregon State Route 99E) extends through the easterly edge of the Woodburn business district as a four-lane, two-way facility and parallels Interstate 5, which skirts Woodburn to the west. Average daily traffic on the highway at the intersection of the Hillsboro-Silverton Highway was approximately 11,200 vehicles of all types in June of 1972.

Lincoln Street is a major East West arterial connecting residential and business areas to both the Pacific Highway commercial development and the Central Business District. All four corners of the intersection are occupied by commercial businesses with access to both the Pacific Highway and Lincoln Street.

DISCUSSION OF ENVIRONMENTAL IMPACTS

Adjacent properties are all developed for commercial use. The proposed signal installation would not adversely affect the use of these properties but will improve ingress and egress to the individual lots.

The proposed signal installation will not require additional right-of-way. No improvements will be required to be relocated and no persons or businesses will be displaced.

The proposed signal installation will not require changes in signing, channelization or striping. The character of the area will not be changed.

Local and long distance travel will be benefitted by the installation through a reduction in delay times and reduction in the traffic hazard encountered.

The proposed installation will improve the ability of local resdients to reach local businesses in the Pacific Highway area with safety and convenience.

No parks, recreation areas or historical sites will be affected by the project nor will any wildlife nesting or feeding grounds be affected.

Temporary interruptions in traffic flow can be expected to come during installation of the signal. Adequate flagging and signing will be provided for the protection and guidance of traffic during the construction period.

BASIS FOR NEGATIVE DECLARATION

A review of the preceding data and impact analysis suggests that very little environmental degradation, either social or natural, will result from this project. Except during project construction, no businesses will be affected. No private land will be acquired. The project will not generate additional traffic, and therefore will not create any additional noise or automotive pollutants. Instad, traffic flow will be improved, with greater control, and the potential for accidents within this section will be reduced. The effects on the natural environment from this project are minimal and the project is a portion of the long-range land use plan for the community of Woodburn.

It is my conclusion that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, nor does it have the potential to significantly affect the quality of the human or natural environment.

Yours truly,

Rolland Baxter
Public Works Director

RB/blf
Page 2

TRANSACTION NUMBER 8-62

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 8-15-74

BY (Signature): L. W. RULIEN'S AUGUST 2, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 97 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
97	T-5030(3)	0.0	30,000	23,450

8-15-74

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
PACIFIC HIGHWAY EAST AT LINCOLN STREET (WOODBURN) SECTION. MARION COUNTY STATE OF OREGON	PRELIMINARY ENGINEERING AND TRAFFIC SIGNALS.

RECEIVED
AUG 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
AUG 20 '74
REFER TO
FOR
Info | inves | R/D | D/R | Sign | Act | File

REMARKS (Division)

.OU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		8-15-74	G. L. GREEN, DIVISION ENGINEER

RECEIVED
AUG 21 1974
PROJECT MANAGEMENT SECTION

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-890

FORM FB-48
(Rev. 8-71)

8118

August 2, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. T-5030(3)

We are submitting program data for one TOPICS project, Item No. 97, Project No. T-5030(3), "Pacific Highway East at Lincoln St. (Woodburn) Section", which we desire to have included in the Federal-aid TOPICS Highway Program.

The project program contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain location/design approval for the project.

We will request further authorization to proceed with preliminary engineering for PS & E preparation as soon as location/design approval is granted.

The project is exempt from State Clearinghouse and District 3 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 15, 1970, respectively.

A public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

An environmental statement will be submitted in compliance with the requirements of PPM 90-1.

Enc.

JG:js

Budget Bureau No. 41-R2067; Approv

MONTHLY TRANSACTION NO. 8-62

DATE SUBMITTED TO F.H.A. AUG 15 1974

FORM PR-1 (REV. 4-61) 8-2-74

U.S. DEPAR BURE

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): SR 99E Pacific Hwy. E. (Woodburn)	ADT	PRESENT: *14,300	FUTURE: *21,500	YEAR: 94	REGION: 10	STATE NAME: Oregon	ST. CO.
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): P.E. & Traffic Signals	NATL. FOREST	FH ROUTE NO.	SUPV. AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER: PREFIX LETTER(S): T-	NUMBER: 5030	SEQ. (3
							82				
CARD 4	CLASS OF FEDERAL FUNDS: TOPICS						COUNTY NAME: Marion			CODE: 047	
	NAME OF URBAN AREA: Woodburn						ROUTE NO. T P	FEDERAL-AID: 3	STATE: 1E	U.S. - -	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5	10			1	PE	3	SR 99E Pacific Hwy. E. at Lincoln St. (Woodburn)	0.0	2,000	1,560	220	220 (City)
5					ROW		"Pacific Hwy. E. at Lincoln Street (Woodburn) Sec."					
5	30 (11)	N		3	CONST (CODE) (Safety) Y031	3		0.0	28,000	21,890	3,055	3,055 (City)
							PROJECT TOTALS	0.0	30,000	23,450	3,275	3,275 (City)

RECEIVED
COUNTY & CITY SECTION
AUG 19 1974
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES: AUG 15 1974

FHWA OREGON DIVISION

REMARKS

*ADT count is traffic entering intersection.

P.E. Ins sig

ROW Acc Par non

-ove

USC

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

8-62

AUG 15 1974

FORM PR-1 (REV. 4-61)

8-2-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 99E Pacific Hwy. E. (Woodburn)	ADT	*14,300	*21,500	94	10	Oregon	41	077	97

ED WORK (35 typewriter	NATL. FOREST	VII ROUTE NO.	SUPV. AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
Signals						8-2		T-	5030	(3)		

DS	COUNTY NAME	CODE	PROGRAM STAGE
TOPICS	Marion	047	
Woodburn	ROUTE NO. T P	FEDERAL-AID 3	STATE 1E	U.S. - -	1 OR X 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE	3	SR 99E Pacific Hwy. E. at Lincoln St. (Woodburn)	0.0	2,000	1,560	220	220 (City)	P.E. All Phases; Install traffic signals.
ROW		"Pacific Hwy. E. at Lincoln Street (Woodburn) Sec."						
CONST (CODE) (Safety) Y031	3		0.0	28,000	21,890	3,055	3,055 (City)	ROW - 80' normal; Access Control-none; Parking Restrictions-none.
BY		PROJECT TOTALS	0.0	30,000	23,450	3,275	3,275 (City)	

RECEIVED
COUNTY & CITY SECTION
AUG 19 1974
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

APPROVAL DATES
15 1974

REMARKS

*ADT count is traffic entering intersection.

GON DIVISION

-over-

USCOMM-DUSCOMM-DC 48908-P61

PACIFIC HWY. E. AT LINCOLN STREET (WOODBURN) SECTION
PROJECT NO. T-5030(3)

Existing Facilities:

Pacific Hwy. East - 60-foot curbed, 4 travel lanes, AC pavement.

Lincoln Street - 34-foot curbed, 2 travel lanes, AC pavement.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.
2. Install two-phase full traffic-actuated traffic control signals.

NOTE: The proposed project is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the intersection has a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that the intersection has experienced a high number of accidents. The proposed signal work, by better controlling the flow of traffic, will reduce substantially the number of accidents occurring at the intersection.

Additional Right-of-Way: None required.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

PPM 90-1 Requirements: Environmental statement will be submitted in compliance with the requirements of PPM 90-1.

IM 50-1-70 Requirements: Exempt from State Clearing Clearinghouse A-95 review under working agreements and October 15, 1970, respectively.

Public Hearings: None required under provisions of 20-8.

Control of Utilities: The State does not have, at authority to control the use by utilities of the ri project. A state-city agreement is being prepared graph 6d(1) of PPM 30-4.1.

Maintenance of Traffic Operations Improvements: A covering maintenance obligations will be prepared t graph 9 of PPM 21-18.

Data for PR-37:

a. Preliminary Engineering

Field Work	$1,
PS & E Prep	1,
Total	$2,

b. 50% of project is on FA Primary Type II S
50% of project is on FA Primary System

Note: The project is in Congressional District No

PACIFIC HWY. E. AT LINCOLN STREET (WOODBURN) SECTION
PROJECT NO. I-5030(3)

ing Facilities:

Pacific Hwy. East - 60-foot curbed, 4 travel lanes, AC pavement.

Lincoln Street - 34-foot curbed, 2 travel lanes, AC pavement.

t Data: The proposed work is as follows:

1. All phases of preliminary engineering.
2. Install two-phase full traffic-actuated traffic control signals.

The proposed project is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the intersection has a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that the intersection has experienced a high number of accidents. The proposed signal work, by better controlling the flow of traffic, will reduce substantially the number of accidents occurring at the intersection.

onal Right-of-Way: None required.

tion Assistance Payments: None involved as additional right-y is not required.

Action, Railroads, Airports, Water Developments, Historical creational Areas: None involved.

-1 Requirements: Environmental statement will be submitted in ance with the requirements of PPM 90-1.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 3 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 15, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A state-city agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Maintenance of Traffic Operations Improvements: A city-state agreement covering maintenance obligations will be prepared to comply with paragraph 9 of PPM 21-18.

Data for PR-37:

a. Preliminary Engineering

Field Work	$1,000
PS & E Prep	1,000
Total	$2,000

b. 50% of project is on FA Primary Type II System.
50% of project is on FA Primary System

Note: The project is in Congressional District No. 2.

Form 2-30 (Rev. 6-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Pacific Hwy. @ Lincoln St. (Woodburn) Date 7-3, 19 74

Highway Pacific East Authorization No. 1

County Marion Survey Prefix 24-0606 (Assigned by Salem office)

Description of termini, route, length, etc.:

Note: This supercedes and cancels prefix 24-1301

Purpose of survey: TOPICS
To prepare plans, estimate, and specifications for a traffic signal installation.

Estimate of cost:

Field	(901)	200
Design	(905)	250
Traffic	(911)	800
Specifications	(921)	250

F.A.P. T-5030(3)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $1,500

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by:

Traffic Office Engineer — Field Engineer

Recommended for Approval:

Traffic Control Engineer — Regional Engineer

Recommended for Approval:

Traffic Engineer — Location Engineer

Approved:

Assistant State Highway Engineer

SP*22604-734

OFFICE ENGINEERING SECTION

P. E. APPR. 8-15-74 BEN GIFFORD

FED. AID TOPICS STATE .....

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Pacific Hwy E. @ Lincoln St. (Woodburn) Date July 10, 1974, 19

Highway Pacific E. Authorization No. 1

County Marion Survey Prefix
(Assigned by Salem office)

Description of termini, route, length, etc.: Intersection of Pacific Hwy E. @ Lincoln St.

NOTE: This prefix replaces Prefix 24-1301 which is cancelled.

Purpose of survey: To Locate Utilities and prepare Vicinity Map
Prepare Plans, Estimates & Spec's for Traffic Signal installation

Estimate of cost:

Field	901	500
Traffic	911	800
Spec's	921	200

TOPICS

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 1,500

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

P.L. Carstensen
Costs & Records Engr. Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Hector D. Wolfe
Location Engineer

Approved:

E J Hunter
Assistant State Highway Engineer

SP*23004-734

OFFICE ENGINEERING SECTION

P. E. APPR. .....

FED. AID Topics STATE .....

8118

bc: C. W [illegible]ead
G. M. [illegible]aldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rullen
L. E. George
V. E. Skoog
J. H. Versteeg
V. D. Wolfe
H. S. Cox
E. L. Hardt

C. O. Fredrick[illegible]
A. Shirley, Jr.
Gary Sund
R. E. Whipps

GEZ:ljt cm

June 19, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Proposed TOPICS Projects
Proposed TOPICS Project Increase

There will be before you at the June 26 meeting requests from the Cities of North Bend, Woodburn and Medford for approval of TOPICS projects.

North Bend's project consists of the installation of a traffic control signal at the intersection of Broadway Street and Virginia Avenue (Cape Arago Highway). The total project cost is estimated to be $40,000, of which the State and City will each pay approximately $4,500.

Woodburn's project consists of the installation of a traffic control signal on Pacific Highway East at Lincoln Street. The total project cost is estimated to be $30,000, of which the State and City will each pay approximately $3,500.

Medford is requesting that the Federal-Aid TOPICS portion of the Birch Avenue-Crater Lake Highway Project be increased to $90,000. The State's and City's shares would be increased to $12,500 each.

These projects have been investigated and are eligible for funding under the Federal-Aid TOPICS program.

I recommend your approval and request authority to sign project agreements for and on your behalf.

Attachment

RE
COUNTY &
JUIN 16
COUR.
RE
RPF

[illegible]nas been received
[illegible] Mr. Roth, owner
[illegible]veway access. Mr.
[illegible]losed. Mr. Roth fur
[illegible]and at a previous da
[illegible]ution on his part and
[illegible]ent that the driveway
[illegible]nd. We are confiden
[illegible]monstrate to Mr. Rot
[illegible]ation as proposed by
[illegible]efforts with Mr. Roth
[illegible]essary approvals. We
Yours

CITY OF WOODBURN

550 North First Street • Woodburn, Oregon 97071 • 981-5020

Department of Public Works

RECEIVED
COUNTY & CITY SECTION
JUN 18 1974
MGR. COOR. UE AE UE
UPE CE RE RPE

June 17, 1974

Gary E. Zehner
Urban Program Engineer
Oregon State Hwy. Div.
Highway Building
Salem, OR 97310

Re: Proposed TOPICS Project
Pacific Highway at Lincoln St., Woodburn

Dear Mr. Zehner:

Your letter of June 4th regarding the subject project has been received by this office and preliminary contact has been made with Mr. Roth, owner of Roth's IGA.

In discussing the proposal of closing the one driveway access, Mr. Roth has indicated a reluctance to have the access closed. Mr. Roth further indicated that, in his opinion, his dedication of land at a previous date for street re-alignment was a substantial contribution on his part and further concessions were not reasonable.

The City's staff agrees with your assessment that the driveway access would best be closed and will work to that end. We are confident that, with proper exhibits, we will be able to demonstrate to Mr. Roth that his business will benefit most by the installation as proposed by the Highway Division.

The staff will continue in their efforts with Mr. Roth but wish you to proceed with the securing of the necessary approvals. We do not wish the project delayed.

Yours truly,

Rolland Baxter
Public Works Director

RB/blf
cc: Mr. Orville Roth

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 30, 1974

TO Gary E. Zehner
Urban Program Engineer
COUNTY-CITY UNIT

FROM L. E. George
Traffic Engineer

SUBJECT TOPICS Project Review
ORE99E at Lincoln Street
Woodburn

We have reviewed the TOPICS project application submitted by the City of Woodburn for a signal at the intersection of ORE99E and Lincoln Street. Rolland Baxter, Woodburn Public Works Director, requested that a signal at Hardcastle Street also be considered as an alternative or an addition.

As shown in the attached traffic signal warrant sheets, the interruption of continuous traffic warrant is met at Lincoln Street but no signal warrants are met at Hardcastle Street. We therefore recommend that the Lincoln Street signal be installed as a TOPICS project. If arrangements can be made, State bond funds could be utilized for matching funds. The Lincoln Street intersection was investigated by the Region Office, and it is their recommendation that a condition for the signal installation should be the closure of a grocery store driveway that is very close to the intersection. We concur with this recommendation.

We suggest that your office notify Mr. Baxter that the Lincoln Street signal is an acceptable TOPICS project and request that he arrange for the closure of the driveway.

TL:kw
Attachment

cc: L. W. Rulien
C. O. Fredrickson
Floyd T. Lacey

RECEIVED
COUNTY & CITY SECTION
MAY 31 1974
ENGR. ☑ ASSOC. ☐ CE ☐ RE ☐ OE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
ORE99E @ Lincoln St.
Woodburn

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	858	868	901	878	925	1045	977	695
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	53	63	68	101	111	106	87	59
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	--	--	--	--	--	--	--	--

	Minimum Volume Warrant**	Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:		
Major Street	420	2
Minor Street	105	
2. Interruption of Continuous Traffic:		
Major Street	630	8
Minor Street	52	
3. Minimum Pedestrian Volume:		
Vehicular Volume (Major Street)	420	-
Pedestrian Volume	105	
4. Accident Experience:		
Preventable Accidents (last 12 months)	2	
Minimum Warrant	5	
5. Systems Warrant (if applicable):		
Entering Volume (Weekday peak hour)	-	
Minimum Warrant	800	

Date of Traffic Count May 1974

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** ___ standard warrants used.
X 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
ORE99E @ Hardcastle St.
Woodburn

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	733	836	802	863	828	936	1121	1102
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	38	47	47	69	45	73	63	49
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	0	0	0	0	0	3	2	0

	Minimum Volume Warrant**	Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:		
Major Street	350	0
Minor Street	105	
2. Interruption of Continuous Traffic:		
Major Street	525	3
Minor Street	52	
3. Minimum Pedestrian Volume:		
Vehicular Volume (Major Street)	420	0
Pedestrian Volume	105	
4. Accident Experience:		
Preventable Accidents (last 12 months)	0	
Minimum Warrant	5	
5. Systems Warrant (if applicable):		
Entering Volume (Weekday peak hour)	-	
Minimum Warrant	800	

Date of Traffic Count May 1974

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** ___ standard warrants used.
X 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

FORM 81.734.3030

T
+ maybe Bond

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 24, 1974

FILE: 24-08

ORIGINAL SIGNED BY GERALD WIMER

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

TO: L. E. George
TRAFFIC ENGINEER

SUBJECT: Traffic Signal Request
Lincoln Street Intersection
Hardcastle Street Intersection
Pacific East Highway
Woodburn TOPICS Project
State Bond Request

Attached is Region Traffic Engineer, Rick Kuehn's May 22, 1974, investigation in which he indicates that he can recommend a signal at Lincoln Street but not at Hardcastle Street.

The Lincoln Street signal has been requested for some time. Most recently it has been requested as a TOPICS Project. It has also been requested as a State Bond Project.

Woodburn Public Works Director, Roland Baxter April 16, 1974, verbally requested of me that a signal be considered at Hardcastle as an alternative or in addition.

It is the recommendation of this office that the Lincoln Street signal be installed as a TOPICS Project. If arrangements can be made State Bond Funds could be utilized for the match portion. The signal installation should be subject to the City of Woodburn first securing closure of the objectionable Roth's IGA approach in the northeast corner of this intersection.

If you agree, Mr. Baxter should be notified of the findings and requested to arrange for the approach closure. It would be appreciated that you arrange between your office and County/city unit for the necessary TOPICS funding.

RECEIVED
COUNTY & CITY SECTION
MAY 28 1974
☐ ENGR. ☑ CJOR. ☑ UE ☒ AE ■ UE
☑ UPE ☒ CE ☑ RE ☒ RPE ☐

GWW/elk
cc: H. S. Cox
Floyd Lacey

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
May 22, 1974

FILE: 24-08

FROM: Rick Kuehn R.K.
REGION TRAFFIC ENGINEER

TO: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Traffic Signal Investigation
Pacific Highway East at
Lincoln Street and
Hardcastle Street - Woodburn
Oregon 99E - Highway #1E
Mile Post 32.20 and 32.21

As you requested, I have conducted traffic signal investigations at the two subject intersections.

The Lincoln Street intersection was investigated in June, 1972. Since that time the Woodburn By-pass section has been opened and a follow-up investigation was requested. The four lane section of Oregon 99E ends just north of Lincoln Street, therefore, the warrants which were used at this intersection are those for a highway having two approach lanes in each direction. The traffic signal warrant comparison sheet shows that this intersection does meet the interruption of continuous traffic warrant. The seventh and eighth highest hour on Lincoln Street was exactly the minimum volume required. This intersection also meets the systems warrant which could be considered to apply in this case. At this time the volumes on Lincoln Street are considerably lower than they were in 1972, and the volumes on 99E are higher. These volumes show that this would be an acceptable TOPICS project if the City of Woodburn wishes to pursue it as such. It would also be an acceptable project for bond funding, however, its priority would be fairly low based on the present justification.

There is a driveway into Roth's IGA Store located in the northeast corner of this intersection. It is close to being directly across from the west approach of Lincoln Street. Since the realignment of the east approach of Lincoln Street, this driveway creates a traffic problem. In the past, we have asked the grocery store manager to voluntarily close this approach. There are two other approaches onto Oregon 99E and one additional approach onto Lincoln Street. He has failed to do so. Of the 14 signal preventable accidents which have occurred in this intersection, seven of these involved vehicles either entering or leaving this driveway. If this signal is to be installed, it is even more critical that this driveway be closed.

REGION ENGINEER
RECEIVED
MAY 22 1974
RE | RCE | RME | RTE | RCE
OLE | CLO | TA | TLE

The traffic signal warrant comparison sheet for the Hardcastle intersection, shows that none of the minimum warrants were met except the systems warrant. The systems warrant could be considered to apply in this case, however, it alone does not present a strong case for signalization. During the period from January 1, 1970 to December 31, 1973, there were ten reported accidents at this intersection. Only three of these were of the type considered preventable by traffic signal. Based on this data, it is felt that a traffic signal installation should not be considered for the Oregon 99E-Hardcastle Street intersection.

RK/ek
cc: L. E. George

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: TRA 13

Salem, Oregon
May 6, 1974

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Proposed TOPICS Project
City of Woodburn
Lincoln Avenue Signal

TO: Gary Zehner
URBAN PROGRAM ENGINEER
COUNTY & CITY UNIT

The Lincoln Avenue signal has been the source of much controversy in the City of Woodburn. It has been justified previously, but barely. The lack of funds for its construction was a source of irritation in that community.

The opening of the Boones Ferry Road-99E Section last fall could have slightly reduced the necessity of this signal. A six months study was promised. It is currently underway.

As quickly as that study has been completed, you will be furnished a copy. Providing this intersection still meets the warrants, its signalization as a TOPICS project is recommended by this office. This intersection is also on the bond program.

Woodburn Public Works Director, Rolland Baxter is also concerned about the need for a signal at Hardcastle Avenue. That intersection is also being studied. He submitted the Lincoln Avenue request at my suggestion as being the easiest to accommodate on the TOPICS program. However, depending on the justification, every consideration should be given to the local community needs.

RECEIVED
COUNTY & CITY SECTION
MAY 7 1974
ENGR. COOR. OE AE UE
UPE CE RE RPE

GWW/elk
cc: Floyd Lacey
Rick Kuehn

T

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date April 17, 1974

Name of City Woodburn
Major Street Name Pacific Highway 99E & Lincoln St.
Section Name Intersection

Location of Project (Attach sketch map) Length Intersection
On Which System? Primary I _____ Primary II XX or Secondary _____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? Yes Date PLAN approved: _____; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? _____ (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes
Explain Hwy. 99E is a State jurisdiction roadway

General description of proposed project: Install two phase fully actuated traffic signal

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: Pacific Hwy. 99E and Lincoln St.

2. Type: a. Traffic Control _____
   1. Pretimed _____
   2. Traffic-actuated
      (a.) Full traffic-actuated XX
      (b.) Semi-traffic-actuated _____
      (c.) Volume density-actuated _____
      (d.) Pedestrian actuated _____

   b. Flashing Beacon _____

Footnotes:

RECEIVED
COUNTY & CITY SECTION
APR 24 1974
☐ ENGR. ☑ COOR. ☐ CE ☒ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

T-1-69
(rev. 12-70)

c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two XX
   b. Three _____
   c. Multiple _____

4. Is interconnection for coordination necessary? No Remarks: ___
   _____
   If so, by cable or leased telephone line? _____

5. Type of Suspension: To be determined
   a. Mast Arm _____
   b. Span Wire _____
   c. Signal Bridge _____

6. Paint Color Desired: To be determined

7. Present Signalization: None

8. Other Remarks: _____

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: _____

2. Type: a. Mercury Vapor _____
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II _____
   c. III _____
   d. IV _____
   e. V _____

Footnotes:

4. Luminaire Wattage:

a. 175 _____		d. 700 _____	
b. 250 _____		e. 1000 _____	
c. 400 _____			

5. Luminaire Spacing: _____

6. Maintained Intensity: _____

7. Uniformity Ratio: _____

8. Proposed Mounting Height:

a. 30 ft. _____		c. 45 ft. _____	
b. 40 ft. _____		d. 50 ft. _____	

9. Pole Type: a. Wood _____
b. Steel _____
c. Aluminum _____

10. Operating Voltage:

a. 120 _____		c. 480 _____	
b. 240 _____		d. Series _____	

11. Type of Wiring: a. Overhead _____
b. Underground _____

12. Present Illumination: _____

_____

_____

_____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: _____

_____

_____

2. Desired Work: _____

_____

_____

3. Typical Cross Section: _____

_____

_____

4. Curbs? _____ If so, a. Type Desired: (Standard, monolithic, rolled, or special) _____
   b. Exposure _____ inches
   c. Width between curbs _____ ft.
   d. Desired curb radius _____ ft.

5. Surfacing: A.C._____ P.C.C. _____ Oil _____ Other _____

6. Present Typical Cross Section and Surfacing: _____

_____

_____

7. Traffic Control Signing:
   a. By City at City Expense?_____
   b. By State at City Expense?_____
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   a. By City at City Expense?_____
   b. By State at City Expense? _____
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length _____ft.
   b. Width _____ft.
   c. Type _____
   d. Location: _____

_____

_____

Footnotes:

IV. STRUCTURE DATA:

1. Location: _____

2. Desired Work: _____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____

7. Is a particular type of structure and design desired? _____
Explain: _____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____
Width _____ ft.
d. Shoulders: Type _____
Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
b. Be Used for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____
(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____

_____

Footnotes:

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 80 Minimum 50

2. Is any additional right-of-way needed? Yes _____ No XX
(If answer is Yes, a hearing must be offered.)

3. Will City acquire right-of-way and have State review negotiations?
Yes _____ No XX

4. Should State negotiate & acquire right-of-way in behalf of City?
Yes _____ No XX

5. Should State prepare options? Yes _____ No XX

6. Is a public hearing necessary? No
(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

7. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

8. Will this project affect any park or recreation facility? No
Explain: _____

9. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: _____

10. Are utilities on existing right-of-way by? Permit _____ or Franchise Yes (Attach list of utilities, owner, type and location within project limits.)

11. Are there any irrigation facilities? No Name of Owner _____, and dates between which water can be turned off:
From _____ To _____ Location: _____

12. Are there any railroad crossings? No Location: _____

Footnotes: 10. Portland General Electric, overhead
Pacific Northwest Bell, overhead and underground
Northwest Natural Gas

a. Name of Railroad _____

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____

_____

_____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____

(1.) Does City wish State to prepare P.U.C. hearing data? _____

(2.) Will P.U.C. application be made by? State _____
City _____

(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

13. Other Remarks: _____

_____

_____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ _____
(Federal + State + City)

2. Estimated Cost of Requested Project $ 30,000.00 [1]

3. Date Match Money is Available: Immediately

4. Will there be any 100% City money? No
(Non-participation items)

5. Maximum Amount of 100% City Money: $ _____

Footnotes: 1. City Money available - $3,300.00 or 11% of project cost.

VII. GENERAL INFORMATION

1. **Areawide TOPICS Plan Status:** Adopted by all appropriate agencies

2. **Existing Conditions Necessitating This Proposed TOPICS Project:** This intersection is a problem area from both a capacity and accident viewpoint. Volumes on Lincoln are near service volume and the intersection has the second highest accident frequency in the urban area. Hwy. 99E is a four-lane roadway at this intersection.

3. **This Project Would Accomplish the Following:** Provide for safe crossing and entering movements and reduce delay times. The accident frequency rate should be reduced by this installation to an acceptable level.

This application is not complete unless a sketch map showing the location of the project is attached.

The Woodburn City Council on the 22nd day of April, 1974, adopted Resolution No. 574 or Ordinance No. _____, as the case may be, requesting this TOPICS project.

By _____
Edmund A. Jordan Jr., Acting City Admin.

By _____
Rolland Baxter, Public Works Director

T-1-69
(rev. 12-70)

ENVIRONMENTAL STATEMENT TO ACCOMPANY

T O P I C S P R O J E C T R E Q U E S T

SIGNALIZATION AT PACIFIC HWY. 99E & LINCOLN ST.
WOODBURN, OREGON

Location and Description of Project

Highway 99E is a four-lane State highway and Lincoln Street is a major arterial street. No signalization presently exists at the intersection.

This project would provide for signalization of the intersection.

Purpose of Project

The purpose of the project is to increase both vehicular and pedestrian safety and decrease delay times.

Discussion of Environmental Impacts

Adjacent properties are developed as commercial properties. The project would not have a detrimental impact on surrounding properties. No additional right-of-way is required and no businesses or residences would require relocation. There are no parks or other open spaces in the area to be affected by this project.

No adverse environmental impacts related to this project are known by the City.

RECEIVED
COUNTY & CITY SECTION
APR 24 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ RPE ☐ OE ☐ RE ☐ RPE ☐

RECEIVED
COUNTY & CITY SECTION
APR 24 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

COUNCIL BILL NO. 119

RESOLUTION NO. 574

A RESOLUTION REQUESTING AND APPROVING A FEDERAL TOPICS PROJECT, TO WIT: PACIFIC HIGHWAY EAST AT LINCOLN STREET IN THE CITY OF WOODBURN; AUTHORIZING THE EXECUTION OF A CONTRACT FOR COMPLETION OF SAID PROJECT; AND DECLARING AN EMERGENCY.

THE COMMON COUNCIL OF THE CITY OF WOODBURN

DOES RESOLVE:

Section 1. That that certain Federal Aid TOPICS project described as signalization of the intersection of Pacific Highway East at Lincoln Street in the City of Woodburn is hereby requested and approved.

Section 2. The Mayor and Recorder of the City of Woodburn are hereby authorized and directed to execute contractual agreements with the State of Oregon on behalf of the City of Woodburn, under which agreements said project will be undertaken and completed.

Section 3. This resolution being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist and this resolution shall take effect immediately upon passage by the Council and approval by the Mayor.

APPROVED: E. Walter Lawson
E. WALTER LAWSON, MAYOR

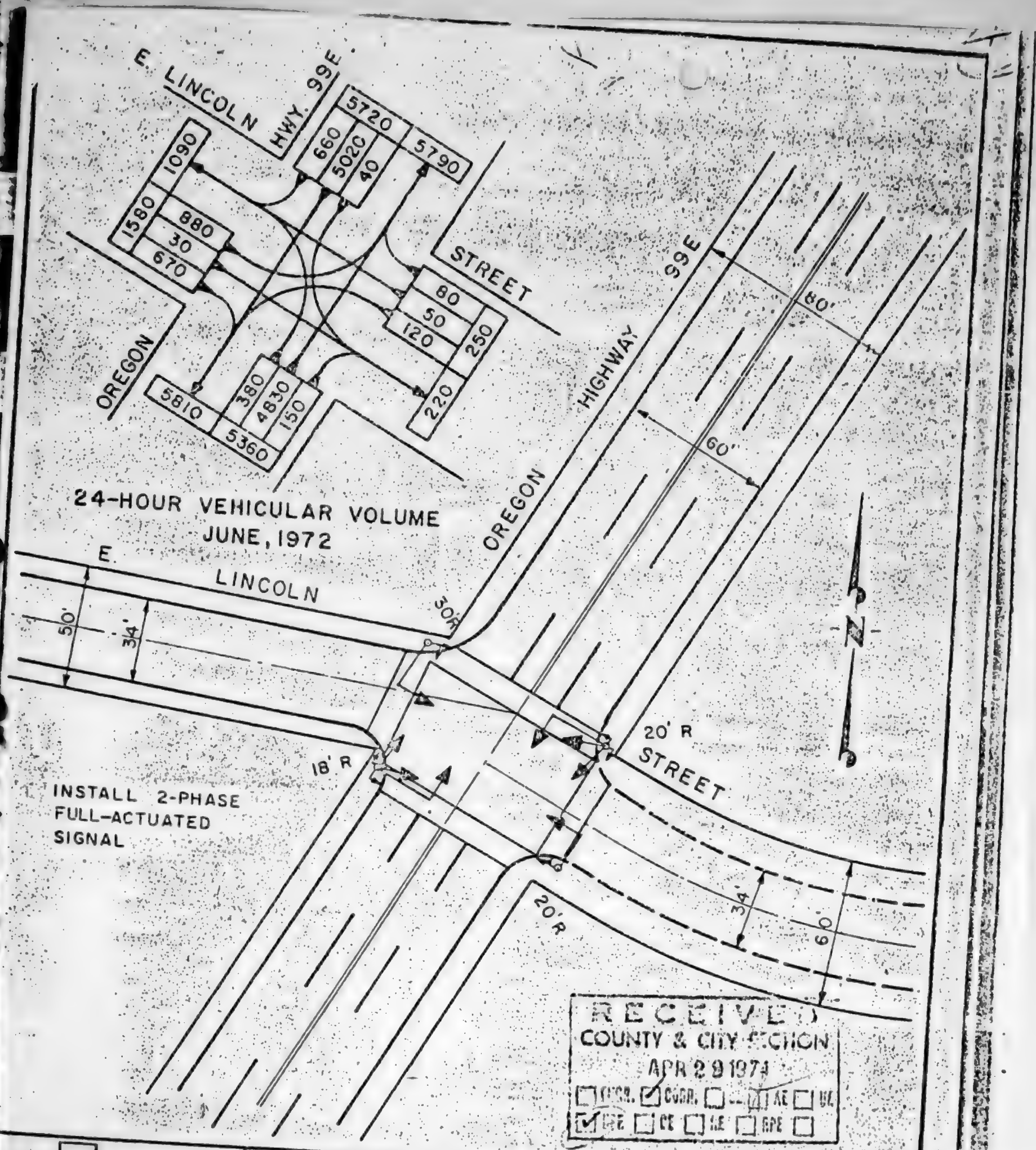
Passed by the Council: April 22, 1974

Submitted to the Mayor: April 22, 1974

Approved by the Mayor: April 22, 1974

Filed in the Office of the Recorder: April 22, 1974

ATTESTED: Barney O. Burris
BARNEY O. BURRIS, Recorder
City of Woodburn, Oregon



HARSTAD ASSOCIATES INC
ENGINEERS • PLANNERS

WOODBURN

AREAWIDE TOPICS STUDY
PROJECT NO. 3
E. LINCOLN-ORE 99E SIGNALIZATION

JOB NO. 669-050
DATE OCT. 1972
SCALE 1" = 50'
DRAWING BY R.A.T.
CHECKED BY
APPROVED

FIG. 9

PROJECT 2 - Signal Revision - Oregon 99E and Young Street

In the two year period 1970-71, a total of 24 accidents were recorded at the intersection of ORE 99E and Young Street. Of these, nine involved left turns from the highway which are considered preventable by providing exclusive left-turn signalization. Completion of the highway by-pass, presently under construction, to the north of Woodburn will reroute traffic through this intersection causing the volume of southbound to eastbound left turn traffic to increase. For these reasons it is recommended that the existing two phase, semi-actuated signal be replaced with a five phase, fully actuated signal which would allow the left turns from the highway to be made on a protected phase movement.

A more exact determination of costs for this signal revision has not been determined at this time but indications are that approximately $19,000 would be a minimum cost with the possibility of costs in the vicinity of $25,000-30,000 for a completely new installation depending upon the salvage value of existing poles, signal heads, detection, etc.

PROJECT 3 - Signalization - Oregon 99E and Lincoln

A two phase, fully actuated traffic signal is recommended to control the intersection of Lincoln Street with Oregon 99E. The cost for this project (Figure 9) is estimated at $20,000.

This intersection was established as a problem area in both the capacity and accident analyses. Volumes on Lincoln west of the highway are presently 85% of the service volume and the intersection had the second highest accident frequency in the Urban Area for the 1970-71 years.

Marion County recently completed an improvement project at this intersection by realigning Lincoln on the east side of the highway. Based on the predominant types of accidents previously experienced (see Appendix B), it is expected that this change will improve the future accident picture. Present volumes on the highway and on Lincoln Street meet the Minimum Vehicular Volume Warrants in The National Manual on Uniform Traffic Control Devices.[1] A two

[1] Manual on Uniform Traffic Control Devices for Streets and Highways, U.S. Department of Transportation, Federal Highway Administration, 1971, p. 236.

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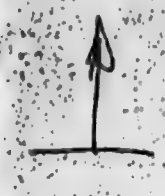
COUNTY & CITY SECTION
APR 29 1974



phase, fully actuated signal is recommended for current traffic patterns but as volumes will increase on the highway following the opening of the By-pass, should installation be delayed until then, careful consideration should be given to the patterns at that time. If the volume remains as high on Lincoln or if left turns from the highway increase, a signal which permits separate indications for left turns and left-turn lanes similar to the Young Street intersection should be investigated. It is recommended that traffic signal operations along ORE 99E through the Woodburn Urban Area provide similar operational characteristics in order to provide maximum safety benefits to the motorist.

PROJECT 4 - Upgrading Traffic Signing Areawide

While this is listed as Project 4, the upgrading of traffic signing to meet prescribed standards in the Manual on Uniform Traffic Control Devices[12] should be considered amongst the highest priority projects. Traffic control devices improve safety particularly when they are used and applied uniformly. Misuse or misapplication of traffic control devices can increase the hazard for motorists and pedestrians. There is a general need to upgrade traffic control devices throughout the Urban Area to meet the criteria and standards for uniformity as prescribed in the Manual on Uniform Traffic Control Devices. The primary emphasis of the recommendations included in Project 4 is on upgrading signing and pavement markings along the arterial systems but should be applied to all conditions where traffic control devices are required. This recommendation does not imply that all existing signs and marking need replacing but it does mean that a replacement program should be established, in accordance with the standards and schedules prescribed by the Oregon Highway Division and the Federal Highway Administration, that would replace non-uniform signing or signing that has deteriorated and lost its effectiveness.

All traffic control devices throughout the area should be inventoried as to type, location and condition; some form of ready identification established; and a replacement schedule should be programmed. It is estimated that the costs for upgrading the traffic control devices along the arterial systems would be approximately $6,000. The replacement program should be scheduled over a period not to exceed five years. Essentially this cost will cover most existing traffic control devices in the Urban Area because they are generally concentrated along the existing arterials.

---

[12] Ibid.

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COUNTY & CITY SECTION
APR 2 0 1974

29

Woodburn
~~EIE~~ + TOPS

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
April 16, 1974

FILE:

FROM: Gerald W. Wimer ORIGINAL SIGNED BY GERALD W. WIMER
REGION CONSTRUCTION ENGINEER

TO: Rick Kuehn
REGION TRAFFIC ENGINEER

SUBJECT: Lincoln Avenue Signal
City of Woodburn
Pacific East Highway

Roland Baxter, Public Works Director for the City of Woodburn called yesterday, Tuesday, April 16. He indicated the City proposed making an application for some of the remaining statewide TOPICS funds.

He had in mind the Lincoln Avenue signal or as an alternative a signal on the Pacific Highway East at Hardcastle. The latter was apparently not listed in their citywide TOPICS study. Therefore, to make certain a change in location did not hold-up their request, he was going to request the Lincoln Avenue signal. ✓

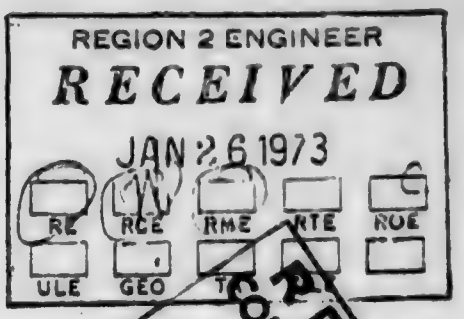
He reminded me of the promise the State Highway Division had made relative to restuding Lincoln Avenue after the Boones Ferry Road 99E section had been opened to traffic approximately six months. This is now the case. Therefore, please proceed with such a count and analysis. It is understood you will also do the same for Hardcastle.

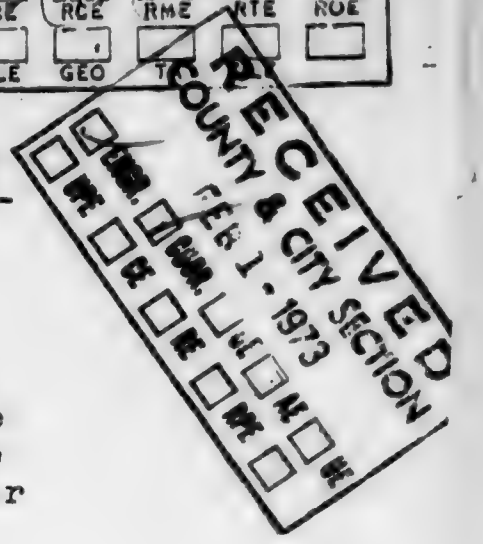
GWW/elk
cc: L. E. George
H. S. Cox
Floyd Lacey

RECEIVED
COUNTY & CITY SECTION
APR 17 1974
ENGR. COOR. LE AE UE
UPE CE RE RPE

Woodburn
- 0 -
99E
@ Lincoln

863 N. 5th St.
Woodburn, Oregon
January 28, 1973





Senator Anthony (Tony) Meeker
Oregon Legislative Assembly
Senate Chamber
Salem, Oregon

Dear Senator Meeker:

In reply to your letter of January 22, 1973 regarding any agreements between the City of Woodburn and the Oregon State Highway Division for a traffic light at Lincoln and 99E, I was not in a position to make any agreements.

Any agreements at that time would have been made by the County & City Section, Mr. F.S. Klaboe or Mr. Tom Edwards or the Maintenance Section. The one who would know is Mr. Arthur R. Johnson, former City Manager of Woodburn.

I don't recall receiving any copies of any agreement concerning the installation of a traffic light at Lincoln and 99E.

I believe there was a letter stating there were not any funds available at that time for the light and the traffic count did not warrent a light.

I was making a survey for the widening of 99E to four lanes but did not get it finished as the survey was put in abeyance when other surveys became higher priorities

In my recommendations for the project I had recommended a traffic light at Lincoln and 99E to be installed with the widening of 99E.

The City and County made a big improvement when they squared up the intersection which was necessary before installing a traffic light at this intersection.

NOTED
R. L. SCHROEDER

Personally, as a Citizen of Woodburn, I would like to see a traffic light installed at this intersection. But I know there are a lot of other intersections that need lights as much or more than Lincoln and 99E.

RECEIVED
FEB 1 1973
Office of
Assistant State Highway Engineer

I also feel that the decision as to which intersections are to get traffic lights should be determined by the Highway Engineers on a priority basis and availability of funds for this work.

cc R. L. Schroeder w/attach

Respectfully yours,

Lowell N. Stratton
RETIRED Sr. Resident Engineer

SENATOR
ANTHONY MEEKER

OREGON STATE SENATE
SALEM, OREGON

January 22, 1973

Mr. Lowell Stratton
Retired Traffic Safety Engineer
863 N. 5th
Woodburn, Oregon

Dear Lowell:

I have been contacted by several citizens of the City of Woodburn which is part of Senate District 15 in the Oregon State Senate. They have requested me to look into the problems related to the proposed traffic light on 99E and Lincoln Street in Woodburn. My current investigation has revealed very little written documents on the matter.

As a principal engineer, I would appreciate your advising me of any facts or specifics that would be helpful to me in my investigation. If you could provide me with the names of those individuals in the Highway Commission and Marion County that you talked with concerning the traffic light, and the details of those conversations, I know it will shed new light on this problem.

Because many of the principals in the verbal agreements between the city, the county and the State Highway Commission have since moved, it is very difficult to reconstruct the chain of events that led the City of Woodburn to budget $5,000 for their share of the installation of a traffic light at Lincoln and 99E.

Please accept my thanks in advance for the information you will send me. I know that it will assist the citizens of Woodburn in their efforts to achieve their goal after two years of work.

Respectfully,

Tony Meeker

Anthony (Tony) Meeker
Oregon State Senator

AM:vl

29

Woodburn
Traffic Signal
IE @ Mt Hood Ave
(ie IE @ Hwy 140)

Ref 11/24/70 C/A Agree
Boones Ferry Rd - IE Sec'n
Hwy 140

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

June 11, 1973

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

Mr. Donald Stilwell, City Manager
City Hall
550 North First Street
Woodburn, Oregon 97071

Subject: Traffic Signal Investigation Woodburn Vicinity

Hwy 140

Dear Mr. Stilwell:

On May 4 and again May 17, 1973, your city engineer, Roland Baxter inquired if a traffic signal would be needed at the intersection of Mt. Hood Avenue and Pacific East Highway when the present construction on the Hillsboro-Silverton Highway is completed and open.

A detailed traffic signal investigation has been concluded by our traffic engineering section.

The investigation results in a "recommend a fully actuated, five phase traffic signal be installed on the Pacific Highway East at the intersection of Mt. Hood avenue. The signal should be installed under the current construction project----(and) after the previously stated signal is installed and traffic patterns are established, another traffic signal investigation be made to determine if traffic signal installation warrants are met for the intersection of Lincoln Street---" If the city of Woodburn, and the Marion County Board of Commissioners who are being given a copy of this letter are in agreement with proceeding with this recommendation, it would be appreciated if a letter of concurrence would be forwarded from each of your agencies.

X-ky signal IE @ Lincoln

With early concurrence, installation could be done under th current construction project. Installation costs will be borne 100 percent by the State Highway Division.

RECEIVED
COUNTY & CITY SECTION
JUN 12 1973
☑ ENGR. ☑ COOR. ☑ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐

It was a pleasure working with you and your staff on this and related Highway matters and we stand ready to answer any further questions regarding this proposal or others. Again, thank you for your cooperation.

Sincerely yours,

C. O. Fredrickson
REGIONAL ENGINEER

By ORIGINAL SIGNED BY GERALD WIMER

Gerald W. Wimer

GWW/ek
cc: Marion County Board of Commissioners

b/c D. M. Harwell

cc: [illegible]

February 6, 1959

Hon. Sidney Huber
State Senator
State Capitol Building
Salem, Oregon 97310

Dear Senator Huber:

Various copies of excerpts from the files regarding the pending matter of the Lincoln Street-Pacific Highway East (US# 99E) traffic signalization within the city of Woodburn, will be delivered to you by Mr. Ralph Sipprell of the Highway Division.

Pursuant to your letter of January 22, the files of the County and City Section, Region 2, and the Traffic Section have been researched and to the best of our knowledge the above referred to data indicates the events that occurred regarding this matter during the past two to three years.

Trusting this data will be of value in your review of the situation and if further questions arise please feel free to contact this office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D. N. Harwell
Assistant Engineer
County and City Section

DNH:ljt

cc: Ralph Sipprell, w/att.

[illegible] ENGR. COOR. [illegible] AE [illegible]
[illegible] UPE [illegible] UPE

File No. _____
Rd. No. 1E M.P. _____
City of _____
Streets _____
Rural _____ Urban _____

January 29, 1973

The Honorable Anthony Meeker
State Senator
Oregon State Senate
Salem, OR 97310

Dear Senator Meeker:

This is in reply to your January 25 letter regarding traffic signals at ORE99E and Lincoln Street in Woodburn. I am attaching excerpts of the files regarding my participation in this matter.

You will note a July 29 letter from Woodburn City Manager, Art Johnson, requesting a signal investigation. Also, note an August 8 letter to State Highway Traffic Engineer, F. B. Crandall, from Division Engineer, R. D. Asburry, responding to Mr. Johnson's letter. I wrote the letter for Mr. Asburry and as you will note, recommended against an installation of traffic signals. This recommendation was based primarily on the accident picture which was not bad, and the fact that the progression speeds that we could obtain on ORE99E was quite slow. The last letter in the attached file excerpts is an August 28 letter from Assistant State Highway Engineer, Tom Edwards, to Mr. Johnson indicating that it was not believed signalization was justified.

I do not recall discussing this matter with anyone in the State Highway Division or Marion County. I did talk with Mr. Johnson of the City as Mr. Asburry's letter indicates. I encouraged squaring up the intersection, but certainly did not comment on the need for a traffic signal. I simply was not in a position to speak for the Division or to obligate them in any way.

NOTED
R.D. TRYGSTAD

NOTED
W. H. TEBEAU

NOTED

File No. _____
Rd. No. _____ M.P. _____
City of _____
Streets _____
Rural _____ Urban _____

January 29, 1973

The Honorable Anthony Meeker
State Senator
Oregon State Senate
Salem, OR 97310

Dear Senator Meeker:

This is in reply to your January 25 letter regarding traffic signals at OR8998 and Lincoln Street in Woodburn. I am attaching excerpts of the files regarding my participation in this matter.

I believe that this is all the information I can add regarding the matter, but if I can be of any further assistance, please do not hesitate to ask.

Very truly yours,

the Division or to obligate them in [illegible] comment on the need for a traffic signal. I simply was not in a position to speak for letter indicates. I encouraged squaring up the intersection, but certainly did not Division or Marion County. I did talk with Mr. Johnson of the City as Mr. Asbury's

I do not recall discussing Roger D'Artagnan anyone in the State Highway Special Projects Engineer

RDT:ap

Attachments [illegible] attached file excerpts is an August 22 letter from Assistant State Pcst R. L. Schroeder speeds that we could obtain on OR 8998 was quite slow. The tion Ralph Sipprell primarily on the accident picture which was not bad, and the fact will J. B. Boyd recommended against an installation of traffic signals. This recommenda- ponding B. George Johnson's letter. I wrote the letter for Mr. Asbury and as you Traffic Engineer, F. J. Crandall, from Division Engineer, R. D. Asbury, re- requesting a signal investigation. Also, note an August 8 letter to State Highway

You will note a July 29 letter from Woodburn City Manager, Art Johnson,

NOTED
R.D. THRESTAD

NOTED
W. H. TEBEAU

NOTED

Senator Anthony Meeker
Page 2
January 29, 1973

Salem, Oregon
January 23, 1973

Mr. R. L. Schroeder
Assistant State Highway Engineer

BUILDING

Traffic Signal
Hwy 99E @ Lincoln Street
City of Woodburn

Attached is a copy of a letter from State Senator Anthony Meeker regarding the ORE 99E-Lincoln Street intersection in Woodburn.

Inasmuch as you and others in Administration have been in direct contact with the city on this matter, by and through both Region 2 and Traffic Section, may I solicit your consideration and reply to the Senator.

If the above does not meet with your approval, I would request that either Traffic Section or Region 2 furnish me detailed data for my reply.

H. S. Cox
County-City Engineer

By

D. N. Harwell

D. N. Harwell
Assistant Engineer

DNH:mm
Att.

cc: A. E. Johnson
Ralph Sipprell

NOTE 1-31-73
Bob Schroeder—
Herewith data both internal & external re: Sen. Meeker's request.
Note—I sent copies of data from this file / Region 2 / Traffic Eng Files
Dan H.

1-6-73 — See Letter of this date to Meeker transmitting data via Sipprell Dan H.

ENGR. COOR. OE AE UE
UPE CE RE PPE

Mine.

Woodburn

SENATOR
ANTHONY MEEKER

OREGON STATE SENATE
SALEM, OREGON

January 22, 1973

RECEIVED
COUNTY & CITY SECTION
JAN 22 1973
☐ ENGR. ☑ CJOR. ☑ WE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. Don Harwell
Assistant Engineer
County & City Highway Division
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Don:

I have been contacted by several citizens of the City of Woodburn which is part of Senate District 15 in the Oregon State Senate. They have requested me to look into the problems related to the proposed traffic light on 99E and Lincoln Street in Woodburn. My current investigation has revealed very little written documents on the matter.

As a principal engineer, I would appreciate your advising me of any facts or specifics that would be helpful to me in my investigation. If you could provide me with the names of those individuals in the Highway Commission and Marion County that you talked with concerning the traffic light, and the details of those conversations, I know it will shed new light on this problem.

Because many of the principals in the verbal agreements between the city, the county and the State Highway Commission have since moved, it is very difficult to reconstruct the chain of events that led the City of Woodburn to budget $5,000 for their share of the installation of a traffic light at Lincoln and 99E.

Please accept my thanks in advance for the information you will send me. I know that it will assist the citizens of Woodburn in their efforts to achieve their goal after two years of work.

Respectfully,

Tony Meeker

Anthony (Tony) Meeker
Oregon State Senator

AM:vl

See letter to Schwendon 1-23-73
Don H.

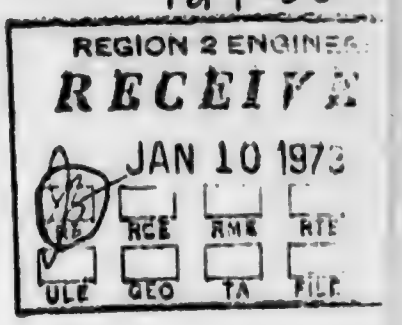
CITY OF WOODBURN

550 North First Street • Woodburn, Oregon 97071 • 981-9115

Office of the City Manager

9 January 1973

124-63



Mr. J. B. Boyd
Regional Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Boyd:

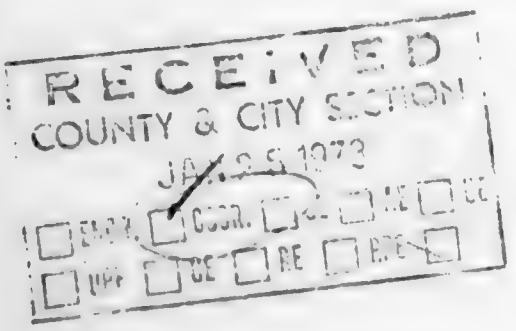
Thank you for taking time to come to the City of Woodburn to explain the State's position on the proposed signalization of Lincoln Street and Highway 99E.

Recall, I asked if you would view the "S" curves between I-5 and the Highway 214 bypass. I would be most interested in hearing your comments on these two curves. At the present time there is only the one small inexpensive house that would be affected by straightening the curves. It appears now is the time to correct the bottleneck that will undoubtedly occur when the bypass is completed.

This highway is the main arterial to Woodburn from I-5. I feel that it is imperative that every effort be made to alleviate the problem that will only grow worse.

The City is very interested in seeing this problem corrected before it gets worse. Possibly there could be some way that the City and State could correct the situation through a joint effort.

Please advise me as to your thoughts about the problem and any possible solutions.



Sincerely,

Donald D. Stilwell,
City Manager

DDS:rs

ee

FORM S-20 (REV. 10-60)

REGION 2 ENGINEER
RECEIVED
DEC 21 1972
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

December 21, 1972
Salem, Oregon

To: Memo To The Files
Mr. L. E. George

SUBJECT: Meeting with Interested Parties
Lincoln Street Traffic Signal
Woodburn

On Wednesday, December 20, 1:15 PM, Rick Kuehn, Regional Traffic Engineer, and myself met with approximately 20 interested persons, including the City Manager of Woodburn, Mr. Don Stilwell. We tried to explain to Mr. Jim Audritch, leader of the movement, that we had to establish priorities insofar as our expenditure of funds was concerned. My earlier memo indicated three higher priorities insofar as Region II was concerned. After actually making a priority list we find that this signal would be about priority number eleven. It was explained that we had proposed approximately $500,000 in the coming biennium for traffic controls but I could not see any chance that this would be within the two year program. Two or three additional items came up during the meeting that we will have to investigate.

(1) It was the claim of several persons present that the State Highway Department had agreed to the installation of this signal at Lincoln Street at the time the east side of Lincoln Street was realigned. In going over persons who were present and involved in the realignment of Lincoln Street, it appeared that Roger Trygstad was the one that the problem was discussed with and who was Region Traffic Engineer approximately three years ago. We, of course, indicated that any negotiations between Mr. Trygstad and the City were preliminary and subject to a formal agreement and subject to financing being available. We will, however, research our past files and discuss with Mr. Trygstad the possibility that some agreement was discussed at that time.

(2) Signalization of the Woodburn By-Pass: It would appear that signalization would be a requirement at the time the Woodburn By-Pass was completed. There is no provision under the present contract for this signal installation.

(3) It may be noted at this time that there is practically no provision for circulation in the vicinity of Lincoln Street, either east or west of the Pacific Highway East. There is only one street that connects Lincoln with Young Street east of the railroad tracks and west of the Pacific Highway East. If there were better circulation this would not be such a critical intersection.

Woodburn GC

I do not believe that our meeting will have much effect on the present drive by the citizens of Woodburn to have this signal installed. Mr. Audritch had probably notes from 200 people requesting the signal and also the Jaycees are interested in the project.

J. B. Boyd
REGIONAL ENGINEER

JBB/sr

cc: F. B. Klaboe
R. L. Schroeder
L. E. George
Floyd Lacey

Woodburn GC

FORM S-59 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1972

To: MEMO TO THE FILE

SUBJECT: Traffic Signal, Woodburn
Lincoln Street
ORE 99E Hwy 1E MP 32.41

We are receiving many letters relative to this traffic signal. On Saturday, December 16, Station KWRC was heard requesting people to write to the Highway Division stating their needs. We anticipate a heavy increase in correspondence requesting this signal.

I hoped in anticipation of this pressure that a meeting at Woodburn would partially offset this program. I am meeting with City Manager Don Stilwell and interested parties at 1:15 p.m. on December 20. The basic facts are that this signal does not meet but two of the five warrants and we were hoping on this basis to delay it until traffic patterns change after the completion of the Boones Ferry Road-Pacific Highway East Section of the Hillsboro-Silverton Highway around September 1, 1973.

Statewide we have nine signals costing approximately $225,000 on the list outside the Metropolitan area of Portland. We have 19 signals that meet the warrants in the City of Portland at an approximate cost of $250,000, indicating a total cost of approximately $500,000 Statewide for which there is no funding before July 1, 1973. This is also subject to the legislative acceptance of our program.

In Region 2 there are at least three signal installations which is higher than the Lincoln Street signal insofar as our priorities are concerned.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

cc: F. B. Klaboe
R. L. Schroeder
L. E. George
Floyd Lacey

mic

Woodburn GC

December 5, 1972

Mr. Donald Stilwell
Woodburn City Manager
City Hall
Woodburn, Oregon 97071

Dear Don,

Your letter of November 29, 1972 regarding the installation of crosswalks to be installed at 99E and Lincoln Street in the City of Woodburn has been referred to Mr. Floyd Lacey, District Engineer in Salem, for his review. Mr. Lacey will be in contact with you on this matter in the near future.

Thank you for bringing these desired crosswalks to our attention.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

D. N. Harwell

D. N. Harwell
Assistant Engineer
County and City Section

DNH:ljt

cc: R. L. Schroeder, w/att.
J. B. Boyd "
Floyd Lacey "

☑ ENGR. ☑ COOR. ☑ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Woodburn OR
CE

Mine

CITY OF WOODBURN

550 North First Street • Woodburn, Oregon 97071 • 981-9115

Office of the City Manager

29 November 1972

Mr. Donald N. Harwell
County and City Section
Department of Transportation
405 State Highway Building
Salem, Oregon 97310

Dear Mr. Harwell:

At its 21 November 72 meeting, the Woodburn City Council directed that I contact the State and see if we could have cross walks painted across 99E at the intersection of 99E and Lincoln Street. ✓

The Council is very concerned for the safety of pedestrians in the area. Any consideration you or your department are able to accord us in this matter will be greatly appreciated.

Sincerely yours,

Donald D. Stilwell

Donald D. Stilwell,
City Manager

DDS:rs

Schoonover
Floyd Lacey
J.B. Boyd

RECEIVED
COUNTY & CITY SECTION
DEC - 1 1972
☐ ENGR. ☑ COOR. ☑ GE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

24-08

HARSTAD ASSOCIATES INC.

November 20, 1972

IN REPLY REFER TO:
669:001

REGION 2 ENGINEER
RECEIVED
NOV 21 1972
RTE NOE
ULK GEO TA FILE

Mr. L. E. George
Traffic Engineer
504-A State Highway Building
Salem, Oregon 97310

Dear Mr. George:

In response to the comments prepared by your section and those by the Regional Office regarding projects for the Woodburn Urban Areawide TOPICS Plan, we have some questions for which we would appreciate clarification before publishing this plan.

It was proposed that the traffic signal for the intersection of ORE99 E with Lincoln Street be a fully actuated signal rather than the semi-actuated signal as we had proposed. (A copy of our plan is enclosed.) Would the State Highway Division propose a three-phase signal with separate phases for the left turn movements from ORE99E or would the signal operate similar to the existing signal at ORE99E and Young Street? The left turn volume northbound to westbound is a substantial movement but the southbound to eastbound movement is quite small. If the Young Street signal is changed to provide for left turn phasing then it would seem appropriate that the two signals should have the same operation.

We were aware of the accident frequency at the intersection of ORE99 E with Young Street and we discussed the possible signal revision to include left turn phasing because of the accident problem. We had also discussed the increased left turn movement that could be expected with the re-routing of the Hillsboro-Silverton Highway when it is completed. We made a wrong assumption that the signal revisions would be included with the highway route. We can and will include proposed revisions for this intersection control.

It has been my experience that the marking of left turn refuge lanes without the addition of left turn signals often results in increased accidents involving left turning vehicles with through traffic. This is particularly true when left turn signals are provided at some intersections and not at others within a particular highway section. Therefore, we would propose and recommend that the Young Street signal and the Lincoln Street signal operations be the same.

We have had some questions regarding the use of TOPICS funds for street widening projects but there has been some precedence set for such projects in Oregon. The proposed widening on Settlemier Avenue was primarily to eliminate a capacity problem near Harrison and the parking is already prohibited where there is a capacity deficiency. The widening proposed on both Harrison and Lincoln Streets includes sections where these streets haven't been improved and no parking presently exists on the paved traveled portion of the roadway. The City of Woodburn has indicated a high priority for these widening projects.

OAKMONT OFFICE BLDG SUITE 208 2300 OAKMONT WAY EUGENE, OREGON 97401 (503) 342-7631
2512 SECOND AVENUE SEATTLE, WASHINGTON 98121 (206) 624 2525 CABLE HARSTAD SEATTLE

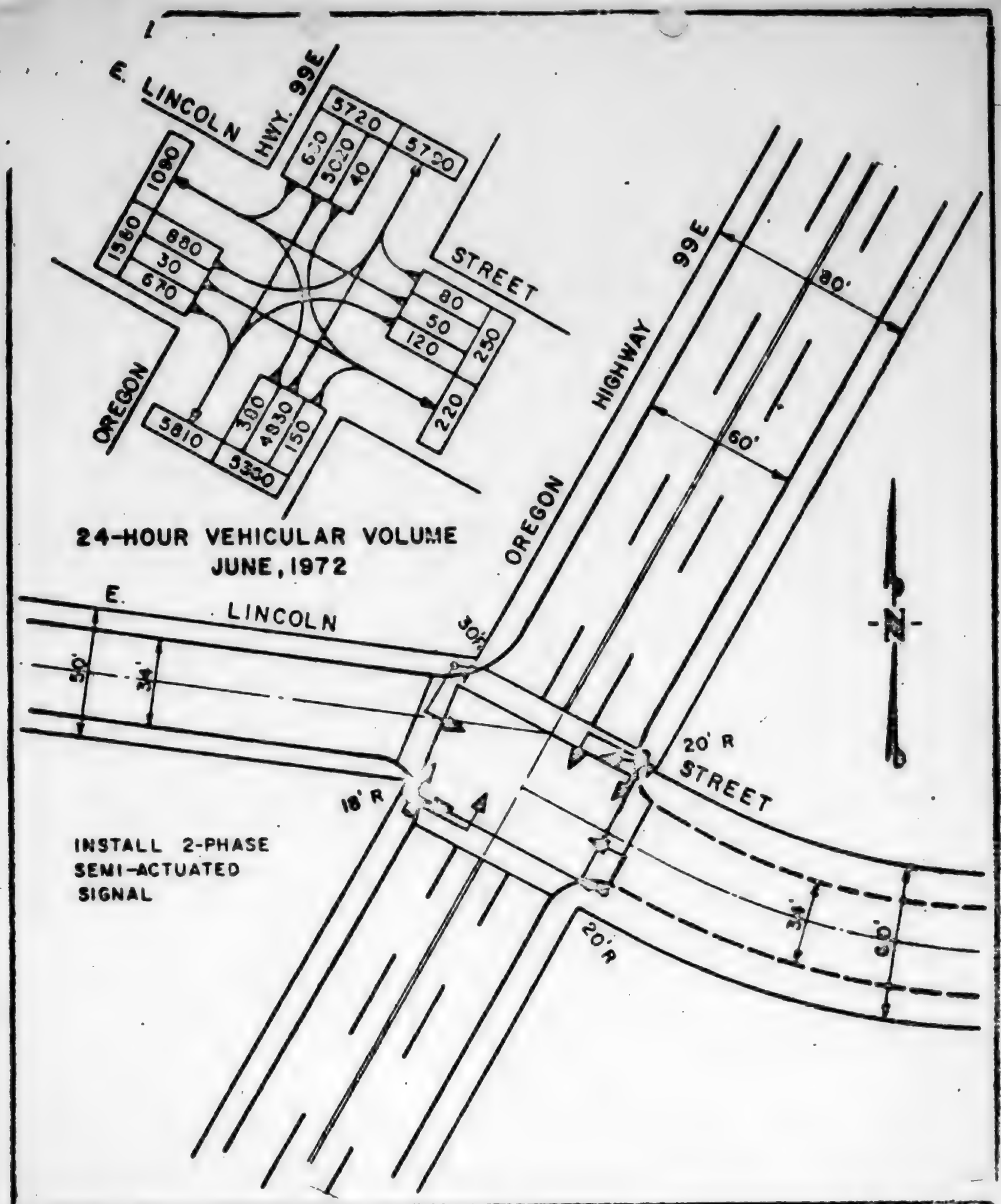
We would appreciate your response to the questions regarding the two signal projects as soon as possible so that we can put this plan into final published form.

Very truly yours,

HARSTAD ASSOCIATES INC.

A. Gordon Wyatt
Manager

AGW:kg
enc.
cc: Mr. H.S. Cox, County-City Engineer
Mr. J.B. Boyd, Regional Engineer
Mr. Don Stilwell, Woodburn



WOODBURN

AREAWIDE TOPICS STUDY
PROJECT NO. 2
E. LINCOLN-ORE 99E SIGNALIZATION

FIG. 9

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Mr. Donald D. Stilwell
City Manager
550 North First Street
Woodburn, Oregon 97071

October 25, 1972

Dear Mr. Stilwell:

I am very sorry that there has again been a misunderstanding concerning the installation of a traffic signal at the intersection of ORE99E and Lincoln Street in Woodburn.

First, let me explain the Highway Division's position at this time concerning the financing of traffic signals. The monies budgeted for such type construction during fiscal year 1973 have all been allocated. Monies will therefore not be available until fiscal year 1974. At that time the Highway Division will evaluate its priority list in regard to traffic signals and allocate its funds to those installations with the highest priority and need. The proposed traffic signal at ORE99E and Lincoln Street would have to take its proper place on this list.

In addition to our financing problems, we wish to re-evaluate the traffic situation following completion of the relocated Hillsboro-Silverton Highway in approximately September of 1973. It is our present opinion that this project will have a considerable effect on the traffic patterns at the ORE99E-Lincoln Street intersection.

If you need any further clarification concerning this matter, please let me know.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:a,jw
bc Tom Edwards
F. B. Klaboe
L. E. George
H. S. Cox
J. B. Boyd

RECEIVED
COUNTY & CITY SECTION
OCT 26 1972
ENGR. COOR. OE AE UE
UPE CE RE RPE

CITY OF WOODBURN

550 North First Street • Woodburn, Oregon 97071 • 981-9115

Office of the City Manager

20 October 1972

RECEIVED
STATE HWY ENGR
OCT 24 '72
REFER TO
FOR
Info | Inves | R/D | E/R | Sign | Act | File

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

If I understand your letter of 13 October 72 correctly, the State of Oregon will have monies in its 1973-74 budget to participate with the City in installation of a traffic signal at the intersection of Ore 99E and Lincoln Street in Woodburn. Such signalization of course being contingent upon its being justified by traffic count.

If I have correctly interpreted your letter we will budget local monies for the project. Please advise me if I am not correct in my interpretation of your position.

Very truly yours,

Donald W. Stilwell

Donald D. Stilwell,
City Manager

DDS:rs

NOTED
R. L. SCHROEDER

RECEIVED
OCT 25 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
OCT 24 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

Woodburn
CTE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 13, 1972

Mr. Donald Stilwell
City Manager
City Hall
Woodburn, Oregon 97071

RECEIVED
COUNTY & CITY SECTION
OCT 13 1972
☑ ENGR. ☑ COOR. ☑ CE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

Dear Mr. Stilwell:

As a result of the recent conversation between you and Mr. L. E. George, our Traffic Engineer, it is apparent that there has been a misunderstanding in communications concerning the possible installation of a traffic signal at the intersection of ORE99E and Lincoln Street in Woodburn.

Your predecessor, Art Johnson, apparently felt that the Highway Division had made some verbal commitment in the past concerning this matter. We, in searching our records, can find no indication of such a commitment having been made. However, recent analysis of traffic data at the Lincoln Street intersection indicates that traffic conditions at this location are such that signalization should be considered. It would not be possible for the Highway Division to fund this project until the beginning of the 1973-74 fiscal year starting next July 1. It will require an additional 8 to 10 months to make the contract installation.

The suggestions I made in my September 5 letter, concerning a reassessment of this intersection after the opening of the Boones Ferry Road-ORE99E section of the Hillsboro-Silverton Highway is still appropriate. It is our opinion that traffic patterns will change enough at the intersection of Lincoln Street when the new section is opened, that signalization may not be required. If, in fact, traffic conditions at that time still indicate that signalization should be considered, the Highway Division would be agreeable to a cooperative project with the City of Woodburn involving signals at this location.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

LEG:pb el
bc: F. B. Klaboe
L. E. George
J. B. Boyd
H. S. Cox

5

8119 Mult. Falls-Hood Riv. Co. Line Sec., Col. Riv. Hwy. (Grade, pave & sign) 1975

T. K. 351, 2-24-76
8-4-77
12-1-78
2-24-79

#P119

STATE COPY

5-12-78

8

☆U.S. GOVERNMENT PRINTING OFFICE: 1977 - 732 - 628

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	7	Multnomah	Oregon
DATE OF REPORT: 5/12/78	REPORT MADE BY: J. Young, Engr Trainee		PROJECT NO.: I-80N-2(56)29
COMPLETION DATE: 10/15/76	ACCEPTANCE DATE BY CONTRACT AGENCY: 6/3/77	TIME ELAPSED: 450CWD=100 %	CONTRACT TIME: 450 CWD
APPROVED EXTENSIONS: —	LOCATION: From Multnomah Falls located on I-80N east of Portland easterly approximately 11 miles to the Hood River County line.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MULTNOMAH FALLS-HOOD RIVER COUNTY LINE
COLUMBIA RIVER HIGHWAY
Grading, Paving, and Signing

This project provided for construction of embankment widening and mounds, AC overlay, both metal and concrete guardrail and median barriers, and highway signing and sign support on an 11-mile section of Interstate 80N.

The final amount of contract bid items was $3,956,189.20, representing a 1.9 percent underrun of the original contract amount. The final project cost including additional work and engineering was $4,553,917.98.

All participating work has been completed.

A final inspection of the project was made on November 8, 1976.

5/16 cy Kinsey

RECEIVED STATE HWY ENGR MAY 15 '78 REFER TO Info Invest Bridge Const Struc Act File

COPY SENT MAY 15 1978 Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: W. N. Bryant		SIGNATURE: G. K. Hossner	
TITLE: Area Engineer	DATE: 5/12/78	TITLE: Field Operations Engineer	DATE:

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY 8119-26

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL CARD A — *To be completed by Washington Headquarters Personnel*

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN ( ) RURAL (X)
Oregon	Multnomah	I-80N-2(56)29	

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED
	CONSTRUCTION TYPE CODES		6201		April 28, 1975
20	FINAL CONSTRUCTION COST	DOL.	4,195,083		DATE COMPLETED: October 15, 1976
21	LENGTH OF PROJECT	MILES	11.133		TOTAL NO. BRIDGES: 0

PART B *(To be completed by contractor - See instructions on reverse)* *(REMARKS: Attach plain sheet of paper)*

CARD A 30	LABOR	TOTAL MAN HOURS 81,181	GROSS EARNINGS $1,155,978	
CARD B 22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	3,187,831	
CARD B 9	PETROLEUM PRODUCTS	GAL.	269,442	
CARD B 1	CEMENT	BBL.	1,447	
CARD C 2	AGGREGATES PURCHASED	TON.	189,773	
CARD C 92		CU. YD.		
CARD C 3	BITUMINOUS MATERIAL	GAL.	2,384,176	
CARD C 4	LUMBER	THSD BD FT	4	
CARD D 5	TIMBER PILING	LIN. FT.		
CARD D 7	REINFORCING STEEL	LB.	11,700	
CARD D 8	STRUCTURAL STEEL	LB.		
CARD D 10	EXPLOSIVES	LB.	9,200	
CARD E 11	READY-MIXED CONCRETE	CU. YD.	7,066	
CARD E 12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	1,660	
CARD E 15	AGGREGATES PRODUCED	TON		
CARD E 95		CU. YD.	14,320	
CARD F 16	MISCELLANEOUS STEEL	LB.		
CARD F 17	FENCING	LIN. FT.	2,522	
CARD F 18	GUARDRAIL	LIN. FT.	111,065	
CARD F 19	BRIDGE RAIL	LIN. FT.		
CARD G 23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	33,681	
CARD G 24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

CARD H 6	CORRUGATED STEEL CULVERT	
	12	694
	18	169
	24	180
	30	138
	36	171
	48	6
CARD J 13	CONCRETE PIPE	
	8	12,634
CARD K 14	CLAY PIPE AND DRAIN TILE	
CARD L 25	CORR. ALUMINUM CULVERT	
CARD M 26	CAST IRON PIPE	

CULVERT ITEMS — ITEM / SIZE (In.) / LGTH. (Lin. ft.)

FORM PR-47 (REV. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, only the original of Form PR-47, typed or clearly lettered, and no carbon or "fast" copies, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 881-120

8119

8

JONES, LANG, KLEIN, WOLF & SMITH
ATTORNEYS
ONE SOUTHWEST COLUMBIA
PORTLAND, OREGON 97258
(503) 222-4422

ROBERT P. JONES
RICHARD L. LANG
DARYLL E. KLEIN
THOMAS E. WOLF
CHARLES T. SMITH
C. ANDERSON GRIFFITH
WILLIAM L. HALLMARK
J. TERRENCE BITTNER
GARY V. ABBOTT
ROBERT M. KEATING
JOHN R. BARKER
JOHN F. FOLLIARD, JR.
JOHN S. CAVANAGH
R. KENNEY ROBERTS
JEFFREY L. DYE

STEPHEN F. ENGLISH
WILLIAM A. MASTERS
LAWRENCE H. BLAKELY
IRVING W. POTTER
FRANK JOSSELSON
JEFFREY M. KILMER
WILLIAM R. MILLER, JR.
DANIEL L. MEYERS
LOIS I. BERAN
DENNIS J. HUBEL
LYNDA NELSON GARDNER
STAN N. ROTENBERG
WILLIAM R. MEYER
THANE W. TIENSON
WILLIAM A. DAVIS
THOMAS M. EVANS

November 15, 1977

Oregon Transportation Commission
State Highway Building
Salem, Oregon 97310

Re: Peter Kiewit Sons' Company
Job No. 5164
State Contract No. 8119
Our File No. 12300

Gentlemen:

My office represents Peter Kiewit Sons' Company in a lawsuit filed by Bettie Jo Lowder against Peter Kiewit Sons' Company and the Oregon Transportation Commission.

Defense of the case has been tendered to Peter Kiewit Sons' Company by the Oregon Transportation Commission through attorney Kenneth E. Roberts of the Souther, Spaulding firm.

I would like to have a copy of the contract between my client and the Oregon Transportation Commission to determine if we should or should not accept tender of the defense. My client has been unable to locate their copy of the contract.

After I have received a copy of the contract from you, I will be able to determine if we should or should not accept tender of the defense.

Very truly yours,

Richard L. Lang

RLL/bat
cc: Mr. Kenneth E. Roberts

RECEIVED
STATE HWY ENGR
NOV 16 '77
REFER TO
Collins
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8119

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

July 26, 1977

Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, NE 68131

Attention: Donald E. Baker
Treasurer

Re: Contract 8119

In accordance with your letter of July 21, 1977 the $25,000 released on this contract is being applied to your unallocated account.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Executive

JJK:mm

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

8119.

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

July 18, 1977

Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, NE 68131

Attention: Donald E. Baker
Treasurer

Re: Contract 8119

This contract has been finalled. This releases the $25,000 securities deposited in lieu of retainage.

Please notify this office as to the disposition of this deposit.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Executive

JJK:mm

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

#8119 DIRECTOR'S FILE

In the CIRCUIT Court of the State of Oregon

for the County of MULTNOMAH

BETTIE JO LOWDER, Personal Representative of LEO H. LOWDER, deceased,

Plaintiff

vs.

PETER KIEWIT SONS' CO., a Nebraska corporation, and OREGON TRANSPORTATION COMMISSION (Highway Division) composed of Glenn Jackson, Tom Walsh, B. Gordon Coleman, Michael Hollern and Peter J. Brix,

Defendant

A7706-03154

No.

SUMMONS

To OREGON TRANSPORTATION COMMISSION
agent for service of process
Robert Burco
Director for Department of Transportation
Transportation Bldg.
Salem, Oregon

Defendant

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and answer the complaint filed against you in the above entitled cause within ten days from the date of service of this summons upon you, if served within this county; or if served within any other county of this state, then within twenty days from the date of the service of this summons upon you; or if served outside the state of Oregon but within the United States, then within four weeks from the date of the service of this summons upon you; or if served outside the United States, then within six weeks from the date of service of this summons upon you; and if you fail so to answer, for want thereof, the plaintiff ... will apply to the court for the relief demanded therein.

NOTICE TO DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion," "demurrer" or "answer." This paper must be given to the court within * 20 days or 4 weeks along with the required filing fee. It must be in proper form and have proof of service on the plaintiff or plaintiff's attorney to show that the other side has been given a copy of it.

If you have questions, you should see an attorney immediately.

* If summons is served within the above named county, insert "10" days; if served within any other county in the state, insert "20" days; if served outside the State of Oregon but within the United States, insert "four" weeks; if served outside the United States, insert "six" weeks.

/s/ James D. Case
Attorney for Plaintiff

STATE OF OREGON, County of Multnomah) ss.

I, James D. Case, *one of plaintiff's attorneys, do hereby certify that I prepared the foregoing copy of summons and have carefully compared the same with the original thereof; and that it is a true and correct copy of said original.*

Portland, *Oregon, dated the* 9th *day of* June, 19 77

of Attorneys for Plaintiff

TO THE SHERIFF, OFFICER OR OTHER PERSON SERVING THIS SUMMONS:

You are hereby directed to serve a copy of the within summons, together with a copy of the complaint, upon the defendant...,

and a copy of the within summons only upon the other defendant...,

of Attorneys for Plaintiff

DAY AND PROHASKA, P.C.
ATTORNEYS FOR PLAINTIFF
1040 GEORGIA-PACIFIC BUILDING
PORTLAND, OREGON 97204
TELEPHONE (503) 221-1040

FORM No. 219.0—SUMMONS—For Service Inside or Outside State.
TC STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

BETTIE JO LOWDER, Personal Representative of LEO H. LOWDER, deceased,

Plaintiff,

vs.

PETER KIEWIT SONS' CO., a Nebraska corporation, and OREGON TRANSPORTATION COMMISSION (Highway Division) composed of Glenn Jackson, Tom Walsh, B. Gordon Coleman, Michael Hollern and Peter J. Brix,

Defendants.

No. A7706-08154

COMPLAINT
(Action at law-
Wrongful Death)

Plaintiff, for cause of action against the defendants, alleges as follows:

I.

Plaintiff is the duly appointed, qualified and acting Personal Representative of the estate of Leo H. Lowder, deceased, and is entitled to bring this action and does bring this action for the benefit of the estate and the survivors of the decedent referred to herein.

II.

Peter Kiewit Sons' Co. is a Nebraska corporation authorized to and at all times herein mentioned was conducting business in the State of Oregon.

III.

At all material times herein, Glenn Jackson, Tom Walsh, B. Gordon Coleman, Michael Hollern, and Peter

DAY & PROHASKA, P.C.
ATTORNEYS AT LAW
1040 GEORGIA-PACIFIC BUILDING
PORTLAND, OREGON 97204
TELEPHONE 221-1040

J. Brix, or their predecessors in office, were and are the members of the Oregon Transportation Commission, and by statute are charged with the general supervision and control over all matters pertaining to the construction, improvement, maintenance, operation and administration of the State Highways and the letting of contracts therefor.

IV.

Prior to August 14, 1975, the Oregon Transportation Commission (Highway Division) awarded contract No. 8119 to Peter Kiewit Sons' Co. for the repair of portions of I-80N between Multnomah Falls and the Hood River County line, a duly dedicated public highway and thoroughfare located in the County of Multnomah, State of Oregon. Said contract was in full force and effect on August 14, 1975.

V.

On or about the 14th day of August , 1975, Leo H. Lowder was operating his truck-trailer vehicle loaded with metal pipe and fittings, in a generally westerly direction on I-80N near the Ainsworth Park exit, Multnomah County, Oregon, when as a direct and proximate result of the negligence of the defendants as hereinafter set forth, the vehicle which he was operating overturned and Leo H. Lowder was fatally injured.

VI.

Within one year of the fatal injury of Leo H.

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PORTLAND, OREGON 97204
TELEPHONE 221-1040

Lowder a written notice of claim was presented to the Attorney General of the State of Oregon stating the time, place and circumstances of the fatal injury and stating a demand for relief.

VII.

The defendants and each of them were negligent in causing the death of Leo H. Lowder in one or more of the following particulars:

1. In failing to maintain said highway free of known dangerous and defective conditions, to wit: a sharp six (6) inch drop to a temporary surface and an equal rise to the concrete surface of the east end of the bridge over the Ainsworth-Dotson interchange.

2. In failing to maintain the surface of said highway in a proper condition for the flow of traffic, safety of the public and in particular the safety of Leo H. Lowder, deceased.

3. In causing up to a depth of six inches of the highway surface to be removed across both westbound lanes of traffic at the east end of the bridge over the Ainsworth-Dotson interchange, thereby creating a dangerous and defective condition, and in failing to repair said dangerous and defective condition.

4. In causing a patently dangerous and defective method of highway maintenance and repair to be employed, to wit: the removal of up to a depth of six inches of

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Lowder a written notice of claim was presented to the Attorney General of the State of Oregon stating the time, place and circumstances of the fatal injury and stating a demand for relief.

VII.

The defendants and each of them were negligent in causing the death of Leo H. Lowder in one or more of the following particulars:

1. In failing to maintain said highway free of known dangerous and defective conditions, to wit: a sharp six (6) inch drop to a temporary surface and an equal rise to the concrete surface of the east end of the bridge over the Ainsworth-Dotson interchange.

2. In failing to maintain the surface of said highway in a proper condition for the flow of traffic, safety of the public and in particular the safety of Leo H. Lowder, deceased.

3. In causing up to a depth of six inches of the highway surface to be removed across both westbound lanes of traffic at the east end of the bridge over the Ainsworth-Dotson interchange, thereby creating a dangerous and defective condition, and in failing to repair said dangerous and defective condition.

4. In causing a patently dangerous and defective method of highway maintenance and repair to be employed, to wit: the removal of up to a depth of six inches of

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highway surface without grading or feathering of an abrupt diagonal edge running across the westbound lanes of said highway.

5. In failing to direct traffic, including the Lowder vehicle, around a known dangerous and defective condition existing on said highway.

6. In failing to post proper and adequate speed reduction signs and proper and adequate other signs warning of known dangerous and defective conditions existing on said highway.

7. In failing to properly and adequately supervise, inspect and control the maintenance and repair of said highway.

VIII.

Leo H. Lowder, deceased, left surviving him his wife, Bettie Jo Lowder and five (5) children, namely: Leo Duane, date of birth 6/26/53; Johnnie Bert 10/21/54 Wesley Joe 8/31/55; Mary Anne 5/9/59; and Thomas Wayne 2/2/61. Also surviving are his parents Melvin H. and Mary M. Lowder.

IX.

Leo H. Lowder, deceased, was a self-employed truck driver who earned $18,000.00 per year, was 41 years old at the time of his death and had a remaining life expectancy of 31 years.

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ATTORNEYS AT LAW
1040 GEORGIA-PACIFIC BUILDING
PORTLAND, OREGON 97204
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X.

Bettie Jo Lowder, the Personal Representative herein, at the time of death of Leo H. Lowder, was 42 years of age and dependant upon Leo H. Lowder for support and had no occupation, except occasional piecework and as a housewife. She has been deprived of the love, support, companionship, society and services of her husband.

XI.

Four(4) children of Leo H. Lowder were dependent upon him for support and all five (5) of his children were dependent upon him for, and by his death were deprived of his love, companionship, security, services and parental care and guidance.

XII.

Melvin H. Lowder and Mary M. Lowder, the parents of Leo H. Lowder have by his death been deprived of his love, society, companionship and services.

XIII.

The estate of Leo H. Lowder has been deprived of the pecuniary savings which he would have reasonably been expected to accumulate during his lifetime.

XIV.

By reason of all of the foregoing, the beneficiaries for whom this action is brought, have been generally damaged in the sum of $1,500,000.00 and specially damaged in the sum of $1,400.00 for the funeral expenses of Leo

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ATTORNEYS AT LAW
1040 GEORGIA-PACIFIC BUILDING
PORTLAND, OREGON 97204
TELEPHONE 221-1040

H. Lowder.

WHEREFORE, plaintiff prays for judgment against defendants and each of them in the sum of $1,500,000.00 general damages and $1,400.00 special damages, together with costs and disbursements incurred herein.

James D. Case

DAY & PROHASKA, P.C.
ATTORNEYS AT LAW
1611 GEORGIA-PACIFIC BUILDING
PORTLAND, OREGON 97204
TELEPHONE 221-1040

VERIFICATION

STATE OF OREGON, County of Multnomah ss.

I, James D. Case, attorney for plaintiff, Complaint (for the reason that plaintiff lives out of state) being first duly sworn, say that I am the and that the foregoing is true as I verily believe.

/s/ James D. Case

Subscribed and sworn to before me June 9, 19 77

NOTARIAL SEAL

/s/ Jill Jill Delfino
Notary Public for Oregon.
My Commission expires 4-10-79

CERTIFICATE — TRUE COPY — WELL FOUNDED IN LAW

I hereby certify that the foregoing copy of Complaint is a correct copy of the original. That the said Complaint in my opinion is well founded in law.

Dated June 9, 19 77

Of Attorneys for plaintiff

ACCEPTANCE OF SERVICE

Due service of the within is hereby accepted in County, State of , on , 19 , by receiving a duly certified copy thereof.

Of Attorneys for

CERTIFICATES OF SERVICE

PERSONAL

I certify that on , 19 , I served the within on attorney of record for the by personally delivering to him a correct copy thereof.

Of Attorneys for

AT OFFICE

I certify that on , 19 , I served the within on attorney of record for the , during his absence from his office by leaving a correct copy thereof with his clerk therein, or with a person having charge thereof, at , Oregon.

Of Attorneys for

MAILING

I hereby certify that I served the foregoing on attorney(s) for on , 19 , by mailing to said attorney(s) a correct copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney(s) at his or their regular office address, to-wit:

and deposited in the post office at , Oregon, on said day. Between the said post office and the address to which said copy was mailed, there is a regular communication by U. S. Mail.

Dated , 19 .

Of Attorneys for

DAY AND PROHASKA, P.C.
ATTORNEYS AT LAW
1040 GEORGIA-PACIFIC BUILDING
PORTLAND, OREGON 97204
TELEPHONE 221-1040

BACKING SHEET

NOTE: See ORS 16.790(2). If the copy of the document named in the above certificate of mailing was mailed to an address other than the attorney's "regular office address," delete, by lining out, the words "regular office address, to-wit:", and state the address to which the document was mailed and the reason therefor.

1C
FORM No. 1001/3— STEVENS-NESS LAW PUBLISHING CO., PORTLAND, OR 97204

8119

June 8, 1977

The Aetna Casualty & Surety Co.
Bond Department
200 Market Bldg., Suite 1500
200 S.W. Market St.
Portland, OR 97201

Gentlemen:

On June 6, 1977, we wrote to you concerning release of final payment on Contract No. 8119 awarded to Peter Kiewit Sons' Co. for work on the Multnomah Falls-Hood River County Line Section of the Columbia River Highway in Multnomah County.

The total contract amount is $4,172,573.85 including $28,276.29 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Peter Kiewit Sons' Co.
215 South "V" Street
Vancouver, WA 98663

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8119

Oregon State Highway Division

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING, SALEM, OREGON 97310

May 2, 1977

Peter Kiewit Sons Co.
1000 Kiewit Plaza
Omaha, Nebraska 68131

Attention: Donald E. Baker
Treasurer

Re: All Contracts

The State Treasurer has issued safekeeping receipt 2426, dated April 25, 1977 covering your $1,140,000 in U.S. Treasury Bonds that mature on November 15, 1980. Future changes in the amount applied to various contracts will be handled by this office per project requirements and your direction when reductions are made or projects are finalled.

I would again like to suggest establishment of an unallocated account so that amounts applied to various projects will more truly reflect the amount deposited in lieu of retainage. Example: At the present time you have $1,044,000 deposited in lieu of retainage on contract 8413. The retainage on this project will probably not exceed $65,000, therefore $979,000 could be classified as unallocated and still applied to new contracts at your direction.

Security Summary:

Contract	Amount
8046	$ 10,000
8058	50,000
8119	25,000
8234	10,000
8250	1,000
8413	1,044,000
	$1,140,000

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Payments Executive

NOTED
C. W. HEAD

JJK:mm

cc: Oregon State Treasurer

bc: C.W . Head
R. Church
C.W. Barrett (Att.)

8119

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 14, 1977

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Merle Crowe,
Cashier

Re: Peter Kiewit Sons' Co.

We have received the following safekeeping receipts:

Safekeeping Number	Amount	Contract No.
2372	$ 1,000.00	8250
2373	25,000.00	8119
2374	84,000.00	8413

There is no change in the total amount of securities posted in lieu of retainage.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Peter Kiewit Sons' Co.

bc: C.W. Head
R. Church
C.W. Barrett (Att.)

8119

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 6, 1977

Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, NE 68131

Attention: Donald E. Baker
Treasurer

Re: Contracts 8119, 8250 and 8413.

In accordance with your letter of March 30, 1977, securities released on contract 8119 ($75,000) and contract 8250 ($9,000) have been transferred to contract 8413.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8046	$ 75,000	-0-	$ 75,000
8058	50,000	-0-	50,000
8119	100,000	(75,000)	25,000
8234	10,000	-0-	10,000
8250	10,000	(9,000)	1,000
8413	895,000	84,000	979,000
	$1,140,000	-0-	$1,140,000

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Oregon State Treasurer

bc: C.W. Head
R. Church
C.W. Barrett (Att.)

VOID

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8119

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 3-148
PROJECT REPORT NUMBER
MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State	Oregon
County	Multnomah
Project Number	I-80N-2(56)29

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 24, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,556,000	$ 4,572,125
Federal funds	$ 4,204,276	$ 4,219,156
Other revisions		

This modification is made for the following reasons:

Increase cost of construction engineering

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of March, 1977.

Oregon State Highway Division
(Official name of Highway Agency)

By E J Hunter

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

GEN. FILES

Oregon State Highway Division
Salem, Oregon March 17, 1977

Federal Aid Project
No. I-80N-2(56)29
Safety

Multnomah Falls-Hood River Co. Line Section

Columbia River Hwy. In Multnomah County

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. "EB" 1224+00 to Sta. "L" 1812+75.07)

Subtotal on previous estimate of November 23, 1976 $4,141,125.00

Engineering 431,000.00

TOTAL $4,572,125.00

Length of Project - - - - - - - - - - - - - - - 11.133 miles
Cost of Roadway (Safety) Per Mile - - - - - $220,030.98
Cost of Roadway (Overlay) *Per Mile - - - - $190,651.21

SUMMARY OF FUNDS

Description	Total Funds	Federal Funds	State Funds
Roadway Safety	$2,449,605.00	$2,260,495.00	$189,100.00
Roadway Overlay*	2,122,520.00	1,958,661.00	163,859.00
	$4,572,125.00	$4,219,156.00	$352,969.00

Group 1 - 100%
Contract No. 8119
Prefix 626-1031

8119.

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER: 12-66		State: Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Multnomah
MODIFICATION NUMBER: 1	12-6-76	Project Number: I-80N-2(56)29

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 24, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,468,358	$ 4,556,000
Federal funds	$ 4,123,399	$ 4,204,276
Other revisions		

This modification is made for the following reasons:

To include underrun in bid item quantities and additional approved items of work

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of December, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Hunter

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
for: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete 58717

Oregon State Highway Division
Salem, Oregon November 23, 1976

Federal Aid Project
No. I-80N-2(56)29
Safety

Multnomah Falls-Hood River Co. Line Section
Columbia River Hwy. In Multnomah County

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. "EB" 1224+00 to Sta. "L" 1812+75.07)

Subtotal on previous estimate of March 17, 1975			$4,062,144.00
Previous Estimate			
Class "B" or "C" Asphalt Concrete Mixture*	126,000 ton	8.00	$1,008,000.00
Asphalt Cement In Mixture*	10,300 ton	71.00	731,300.00
			$1,739,300.00
Revised Estimate			
Class "B" or "C" Asphalt Concrete Mixture*	118,450 ton	8.00	$ 947,600.00
Asphalt Cement In Mixture*	9,700 ton	71.00	688,700.00
PA 7 Buttress Material In Place	14,320 cu.yd.	11.50	164,680.00
PA 7 Excavate for Buttress	2,340 cu.yd.	1.50	3,510.00
SFO 1 Install Slope Indicators	All Required		8,000.00
SFO 4 City of Cascade Locks (Power Line)	" "		5,791.00
			$1,818,281.00
		Increase	$ 78,981.00
		Subtotal	$4,141,125.00
		Engineering	414,875.00
		TOTAL	$4,556,000.00

Length of Project - - - - - - - - - - - - - - -	11.133 miles
Cost of Roadway (Safety) Per Mile - - - - -	$218,582.59
Cost of Roadway (Overlay)* Per Mile - - - -	$190,651.21

Summary of Funds

Description	Total Funds	Federal Funds	State Funds
Roadway Safety	$2,433,480.00	$2,245,615.00	$187,865.00
Roadway Overlay*	2,122,520.00	1,958,661.00	163,859.00
TOTAL	$4,556,000.00	$4,204,276.00	$351,724.00

Group 1 - 100%
Contract No. - 8119
Prefix - 626-1031

3119

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-103	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3-2475	Form Approved; O.M.B. No. 04-R2069 STATE: Oregon COUNTY: Multnomah PROJECT NO.: I-80N-2(56)29 Safety

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Multnomah Falls E. 11.1 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	1-29-75	11.133

ESTIMATED TOTAL COST OF PROJECT	FUNDS Pro Rata 92.28%
$ 4,468,358	FEDERAL FUNDS $ 4,123,399

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)
for G. L. Green

Date executed by Division Engineer 3-24-75

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

840

Oregon State Highway Division

Federal-aid Project
No. I-80N-2(56)29 Safety

MULTNOMAH FALLS-HOOD RIVER CO. LINE SECTION

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, March 17, 1975

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. "EB" 1224+00 to Sta. "L" 1812+75.07)

Furnishing Field Laboratory Building	1 only	800.00	$ 800.00
Mobilization	All Required		185,000.00
Temporary Protection and Direction of Traffic	All Required		50,000.00
Temporary Signs	2,000 sq.ft.	5.00	10,000.00
Temporary Barricades	30 only	150.00	4,500.00
Temporary Concrete Barrier	1,600 lin.ft.	20.00	32,000.00
Temporary Plastic Safety Markers	30 only	20.00	600.00
Oversize Advance Construction Sign	2 only	3,400.00	6,800.00
Flagmen	4,000 hour	14.00	56,000.00
Clearing and Grubbing	All Required		10,000.00
Removal of Structures and Obstructions	All Required		60,000.00
Ditch Excavation	70 cu.yd.	4.00	280.00
General Excavation	70,000 cu.yd.	2.00	140,000.00
Excavation at Bridge Ends	2,100 cu.yd.	7.00	14,700.00
Trench Excavation	1,630 cu.yd.	10.00	16,300.00
Finishing Roadbed and Slopes	All Specified		5,000.00
Watering	1,100 M-gal.	4.00	4,400.00
Structure Excavation	420 cu.yd.	10.00	4,200.00
Aggregate Shoulders	44,300 ton	5.00	221,500.00
Class "B" or "C" Asphalt Concrete Mixture*	126,000 ton	8.00	1,008,000.00
Class "E" Asphalt Concrete Mixture*	29,000 ton	9.00	261,000.00
Asphalt Cement in Mixture*	10,300 ton	71.00	731,300.00
Portland Cement in Class "E" Mixture*	290 ton	50.00	14,500.00
Asphalt in Tack Coat*	70 ton	120.00	8,400.00
Concrete in Concrete Barrier Footing	420 cu.yd.	170.00	71,400.00
Reinforcement in Concrete Barrier Footing	13,100 lb.	0.50	6,550.00
12-inch Culvert Pipe	470 lin.ft.	10.00	4,700.00
18-inch Culvert Pipe	180 lin.ft.	13.00	2,340.00
24-inch Culvert Pipe	160 lin.ft.	16.00	2,560.00
30-inch Culvert Pipe	140 lin.ft.	20.00	2,800.00

8119

36-inch Culvert Pipe	160 lin.ft.	23.00	3,680.00
48-inch Culvert Pipe	2 lin.ft.	50.00	100.00
Extra for Pipe Under Pavement	200 lin.ft.	20.00	4,000.00
Concrete Manholes	4 only	1,100.00	4,400.00
Concrete Inlets, Type D	2 only	460.00	920.00
Concrete Inlets, Type G-1	4 only	460.00	1,840.00
Concrete Inlets, Type G-2M	14 only	460.00	6,440.00
Concrete Inlets, Type G-2MA	10 only	560.00	5,600.00
8-inch Drain Pipe	11,000 lin.ft.	5.60	61,600.00
Special Filter Material in Drains	1,100 cu.yd.	13.00	14,300.00
Guard Rail, Type 1	1,650 lin.ft.	4.00	6,600.00
Guard Rail, Type 2A	48,000 lin.ft.	4.50	216,000.00
Guard Rail, Type 2A with 8' Posts	16,500 lin.ft.	9.00	148,500.00
Guard Rail, Type 3	500 lin.ft.	11.00	5,500.00
Metal Median Barrier	1,600 lin.ft.	15.00	24,000.00
Extra Posts with Blocks	550 only	30.00	16,500.00
Extra for Guard Rail Bridge Connectors	30 only	300.00	9,000.00
Guard Rail Anchors, Type 1	30 only	300.00	9,000.00
Guard Rail Anchors, Type 2	25 only	350.00	8,750.00
Rail End Pieces, Type A	20 only	20.00	400.00
Rail End Pieces, Type B	5 only	80.00	400.00
Rail End Pieces, Type C	26 only	125.00	3,250.00
Type 3 Fence	1,800 lin.ft.	3.50	6,300.00
Concrete Barrier	43,000 lin.ft.	10.00	430,000.00
Paved Culvert End Slopes	90 sq.ft.	18.00	1,620.00
Guide Posts	450 only	13.00	5,850.00
Guide Posts, Flexible	60 only	35.00	2,100.00
Reconstructing Concrete Manholes	1 only	1,300.00	1,300.00
Adjusting Inlets	1 only	1,300.00	1,300.00
Roadside Seeding and Mulching	14 acre	550.00	7,700.00
Membrane Waterproofing	3,710 sq.yd.	12.60	46,746.00
Paving Dam**	64 lin.ft.	150.00	9,600.00
Removing Existing Sign Installations	All Required		3,000.00
Painted Wood Sign Posts	All Required		4,000.00
Sign Support Footings	All Required		5,000.00
Breakaway Sign Posts	All Required		3,000.00
Type "A" Signs in Place	1,335 sq.ft.	10.00	13,350.00
Type "D" Signs in Place	152 sq.ft.	9.00	1,368.00
Move, Reinstall and/or Modify Existing Signs	All Required		5,000.00
			$4,033,644.00

**Experimental Category 2

8119

Anticipated Items			
Railroad Protective Cost	All Required		$ 14,000.00
Permanent Pavement Striping	All Required		6,000.00
Stage Construction Striping	All Required		3,000.00
Temporary Erosion Control	All Required		7,500.00
On-the-Job Trainee (5 @ $800)	All Required		4,000.00
Credit for Guardrail (Salvage)	160,000 lb.	0.0375	(6,000.00)
			$ 28,500.00
	Subtotal		$4,062,144.00
	Engineering		406,214.00
	Total		$4,468,358.00

Length of Project - - - - - - - - - - - 11.133 miles
Cost of Roadway (Safety) Per Mile - $201,458.54
Cost of Roadway (Overlay)* Per Mile - $199,902.99

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway Safety	$2,242,838.00	$2,069,690.00	$173,148.00
Roadway Overlay*	2,225,520.00	2,053,709.00	171,811.00
Total	$4,468,358.00	$4,123,399.00	$344,959.00

Group 1 - 100%

Contract No.8119

Prefix No. 626-1031

8119

MULTNOMAH FALLS-HOOD RIVER COUNTY LINE SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 7,500.00

8119

OREGON STATE HIGHWAY DIVISION

March 25, 1977

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, NE 68131

Attention: Donald E. Baker,
Treasurer

Re: Contracts 8119 and 8250

Retainage requirements on contract 8119 have been reduced to $25,000. You presently have $100,000 deposited in lieu of retainage on this project. $75,000 may be released or transferred to other contracts.

Retainage requirements on contract 8250 have been reduced to $1,000. You presently have $10,000 deposited in lieu of retainage on this project. $9,000 may be released or transferred to other projects.

Please notify this office as to the disposition of the excess deposits.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Oregon State Treasurer

bc: C.W. Head
R. Church
C.W. Barrett

8119

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-2

March 4, 1977

Salem, OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: C. W. Head, Manager
Commission Services

SUBJECT: Termination Rider
ODOT Agreement No. RR-358
Temporary Haul Road Permit
Multnomah Falls
Hood River County Line Section
Columbia River Highway
Multnomah County

B U I L D I N G

RAILROAD COMPANIES
FILE No. 358

Attached is the State's fully executed counterpart of a Termination Rider canceling the haul road permit granted by the Union Pacific Railroad for our contract dated August 5, 1975, on the above project. Distribution of conformed copies has been made as indicated below.

JEC:dmb
Attachment

cc: G. L. Green, FHWA-w/attc.
C. T. Keasey-w/attc.
J. B. Boyd
J. L. Sollis
W. J. Hart-w/attc.
Harry Woodward

NOTED
C. W. HEAD

8119

OREGON STATE HIGHWAY DIVISION

March 2, 1977

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Merle Crowe, Cashier

Re: Peter Kiewit Sons' Co.

We have received the following safekeeping receipts:

Safekeeping Number	Amount	Contract No.
2321	$ 100,000	8119
2322	150,000	8413
2323	75,000	8046
2324	195,000	8413

There is no change in the total amount of securities posted in lieu of retainage on the Kiewit contracts.

VE Skoog
Controller

by _____
James J. Kinns
Contract Payments Executive

JJK:mm

NOTED
C. W. HEAD

cc: Peter Kiewit Sons' Co.

bc: C.W. Head
R. Church
C.W. Barrett (Att.)

8119

8119

OREGON STATE HIGHWAY DIVISION

March 1, 1977

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Merle Crowe
Cashier

Re: Peter Kiewit Sons' Co.

We received Safekeeping receipts 2316 for $10,000, 2317 for $10,000 and 2318 for $120,000. There is no change in the amounts applied to the various contracts.

Security Summary:

Contract	Current Amount
8046	$ 75,000
8058	50,000
8119	100,000
8234	10,000
8250	10,000
8413	895,000
	$ 1,140,000

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Peter Kiewit Sons' Co.

bc: C.W. Head
R. Church
C.W. Barrett (Att.)

8119

8119

15

OREGON STATE HIGHWAY DIVISION

February 24, 1977

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, NE 68131

Attention: Donald E. Baker
Treasurer

Re: Contracts 8046 and 8119

In accordance with your letter of February 18, 1977 the excess deposits on contracts 8046 and 8119 are being transferred to contract 8413.

Securities Summary:

Contract	Prior Total	This Transaction	New Total
8046	$ 270,000	(195,000)	$ 75,000
8058	50,000	-0-	50,000
8119	250,000	(150,000)	100,000
8234	10,000	-0-	10,000
8250	10,000	-0-	10,000
8413	550,000	345,000	895,000
	$1,140,000		$1,140,000

Vernon E. Skoog
Controller

By _____
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Oregon State Treasurer, Merle Crowe, Cashier

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8119

8119

ROBERT W. STRAUB
GOVERNOR

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 11, 1977

Peter Kiewit Sons', Inc.
1000 Kiewit Plaza
Omaha, NE 68131

Attention: Donald E. Baker

Re: Contract 8046 and 8119

Retainage requirements on contract 8046 have been reduced to $75,000. You presently have $270,000 deposited in lieu of retainage on this project. $195,000 may be released or transferred to other contracts.

Retainage requirements on contract 8119 have been reduced to $100,000. You presently have $250,000 deposited in lieu of retainage on this project. $150,000 may be released or transferred to other contracts.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

By _____
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Oregon State Treasurer

bc: C.W. Head
R. Church
C.W. Barrett

NOTED
C. W. HEAD

8119

2-10-77

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I80N-2(56)29

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-804

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 14 '77
REFER TO
Reviews
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	1-23-77	Interstate 80N	Primary 2

GENERAL LOCATION:

"Multnomah Falls - Hood River County Line"

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Project Salvage

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 1-31-77 and based on the data submitted, you are authorized to proceed with salvage as being in the public interest, as represented by State Force Order No. 7 in the amount of $8,982.87 - Federal Funds $8,300.00.

(Salvage approved FHWA letter of 1-23-75 at rate of $0.375 per pound)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-10-77	[signature]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-488

SP*7039-734

8119.

FORM 81-734-3081

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Multnomah Falls-Hood River County Line	SECTION: Multnomah Falls-Hood River County Line	WEEK ENDING: November 13, 1976
CONTRACTOR: Peter Kiewit Sons' Co.	HIGHWAY: Columbia River	SECTION PREFIX: 626-1031
DATE OF CONTRACT: February 26, 1975	KIND OF WORK: Grading, Paving and Signing	COUNTY: Multnomah
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	CONTRACT NUMBER: 8119	FEDERAL AID PROJECT NUMBER: I-80N-2(56)29
	DATE WORK STARTED: April 28, 1975	ESTIMATED COMPLETION DATE: October 15, 1976
	SPECIFIED WORK DAYS: Work	WORK DAYS USED: Work
	SPECIFIED CALENDAR DAYS: 450	CALENDAR DAYS USED: 450
PROJECT AUTHORIZATION: $ 4,597,099.50	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 4,253,047.98	ENGINEERING AUTHORIZATION: $ 326,051.52	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 4,228,700.75	ENGINEERING COST TO DATE: $ 330,689.63	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 0.6 %	PERCENT OF AUTHORIZATION: 101 %	DATE PROJECT WAS COMPLETED: October 15, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	11.2	11.2		11.2	11.2
MILES PARTIALLY COMPLETED	11.2	11.2		11.2	11.2
MILES COMPLETED	112	11.2		11.2	11.2
TOTAL ESTIMATED QUANTITIES (CONTRACT)	72,000 CY	44,300 T		10,300 T	155,000 T
TOTAL QUANTITIES CORRECTED TO DATE	77,017	42,316		9,700	147,433
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	77,017	42,316		9,634	147,433
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

-

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0		
MONDAY	Fair	0		
TUESDAY	Fair	0		
WEDNESDAY	Fair	0		
THURSDAY	Fair	0		
FRIDAY	Fair	0		
SATURDAY		0		

RECEIVED
NOV 15 1976
CONSTRUCTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	

REMARKS

Final inspection was made November 8, 1976
Those present were Wally Bryant FHWA and the following Highway personnel; Al Harwood, Marion Craft, Mike Stovall, Harry Woodward, Al Walters, Jerom Nolin, and Roy W. Pyle.

SIGNED Roy W. Pyle LOCATION

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F218

8119

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

September 21, 1976

Salem, OR 97310

FILE: ROW 18-2

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: C. W. Head, Manager
Management Services

B U I L D I N G

SUBJECT: Haul Road Agreement
Multnomah Falls-Hood River
County Line Section
Columbia River Highway
Multnomah County
Contract No. 8119
R/W File: 48182

RAILROAD COMPANIES
FILE No. 358

The State's original fully executed counterpart of the above Agreement is attached for your permanent records. Distribution of conformed copies has been made as indicated below.

Since the contract has been completed, nothing further under the terms of this Agreement is contemplated. To my knowledge all provisions of this Agreement have been fulfilled.

JEC:jr
Attach.

cc: C. T. Keasey w/copy agmt.
D. E. Swan w/4 copies agmt.
J. B. Boyd w/copy agmt.
J. L. Sollis
E. L. Hardt w/copy agmt.
Roy Pyle w/original agmt. & copy of agmt. NOTE: Fully executed copy of agmt. to be forwarded to Peter Kiewit, Sons for their files.

FILED
HEAD

8119

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

December 1, 1975

Salem, OR 97310

FILE: ROW 18-2

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: C. W. Head, Manager
Management Services

B U I L D I N G

SUBJECT: Supplemental Agreement
Multnomah Falls-Hood River Co.
Line Section
Columbia River Highway
Multnomah County
R/W File: 48182

RAILROAD COMPANIES
FILE No. 3-8

Enclosed is a copy of the fully executed counterpart of a Supplemental Agreement between the Oregon-Washington Railroad & Navigation Co., an Oregon Corporation, and its lessee, Union Pacific Railroad Co., and the Oregon Department of Transportation, Highway Division granting the State an additional easement on the Multnomah Falls-Hood River County Line Section of the Columbia River Highway in Multnomah County. The original executed counterpart of this Agreement has been handed to Velda DeQuire for further processing after which it will be forwarded to your office for your files. Distribution of conformed copies has been made as indicated below.

This Agremeent calls for the State to pay to Union Pacific Railroad Co. the sum of $500 as consideration to the Railroad for the execution and delivery of this Agreement. It will be necessary for the Right of Way Branch to prepare a voucher covering this consideration and forwarding it to me for delivery to Union Pacific Railroad Co. before the warrant for the consideration may be secured.

The Construction Division will be responsible for observing Sections 2, 5 & 6 of this Agreement as well as adhereing to the applicable provisions of the original Agreement executed between the Union Pacific Railroad and the Oregon Highway Commission dated October 15, 1949. The Construction Division will also be responsible for approval of the bills presented to the Highway Division by the Union Pacific Railroad Co. The Maintenance Division will be responsible for conforming to the requirements of Section 4 of this Agremeent. The Accounting Division will be responsible for auditing the final bill before payment is made to the Union Pacific Railroad Co.

Section Heads should review this Agreement to fully understand their responsibilities under this Agreement.

It will be necessary for the Right of Way Branch to cause this Agreement to be recorded in the Multnomah County records and after this Agreement is recorded to furnish the recording data to me for forwarding to the Union Pacific Railroad Co.

JEC:jk
Enc.
cc: G. L. Green
R. L. Schroeder
H. S. Coulter
C. T. Keasey w/copy agmt.
D. H. Moehring "
J. B. Boyd w/original agmt.
J. L. Sollis w/copy agmt.
V. E. Skoog "
D. E. Swan w/2 copies agmt.
L. W. Rulien w/copy agmt.
Bob Church "
E. L. Hardt "
R. W. Pyle "

8119

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT - OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

OCTOBER 2, 1975

File Ref.

D 9264-32-2

Mr. J. E. Chidsey,
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Please refer to your project, Multnomah Falls - Hood River County Line Section of the Columbia River Highway, your file 48182.

A problem has arisen adjacent to our right of way in the vicnity of your Station 1650 (U.P. Milepost 37.5). Your Contractor did some clearing in the area which has indirectly created a problem for the Railroad. The remaining trees between the railroad right of way and the edge of the clearing have now been exposed to wind and erosion and are creating a potential hazard to our signal and communication lines. Some of the trees were struck by contractor's equipment and are leaning at the present time.

It would be appreciated if you would have this matter investigated and have your contractor complete the clearing in this area in order to reduce the hazard to our signal and communication lines.

R-449

Yours very truly,

L. A. Kirkeby

L. A. Kirkeby,
Superintendedn

XC: H.S. Coulter
C.T. Keasey
E. L. Haradt
Roy Pyle
J.L. Sollis
} Please Advise

NOTED
H.S. COULTER

NOTED
J. E. CHIDSEY

RECEIVED
OCT 8 1975
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8119

APPLYING TO CONTRACT PROJECTS

Order No. # 5

Section Multnomah Falls-Hood River County Line Date September 5, 1975

Highway Columbia River F.A.P. No. I-80N-2(56)29

County Multnomah Prefix 626-1031 Account No. 230-04

Description of Work To Be Done:

Furnish and connect galvanized water pipe for Sprinkler System.

Approval Recommended as of 9-4-75
WB

Location by Station Numbers:

1706-1709

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required ☐
BY
TITLE
DATE
FEDERAL HIGHWAY ADMINISTRATION
District Engr.

Estimate of Quantities and Costs:

Materials	550.00
Labor and Equipment	100.00
	650.00

Explanation:

State Maintenance Crew is knowledgable of Water System location and can do this work with assistance of contractor more efficiently and economically than the contractor.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization $4,579,099.50

Present estimate of project cost, including

$ 650.00 for work under this order $4,579,099.50

Expected under-run / over-run (amount) . . . . . $ -

Expected under-run / over-run (per cent) . . . . . -

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DEPARTMENT

Contract No. 8119 Section Multnomah Falls - Hood River C.L. FA No. I-80N-2(56)2

Type Revision SFO No. #5 Amount $650 — Funds in Author. $4,573,100

Status Total Project Author.: Over — % $ _____ Under — % $ _____

Explanation (why) and Comments State forces are acquainted with the sprinkling system damaged by construction activity in the Bonneville I. area. The contractor is unwilling to perform the work required, not having the knowledge of all valve locations. Since water was running free from the pipe fracture, the repair was an emergency.

Method of Payment SFO 4 Est. increase ~~decrease~~ in cost $650 =

Price checked by Cost Analyst _____ Discussed Asst. Constr. Engr. _____

Discussed with Wally Bryant on 9-22-75 by E Johnson

Action Recommended: ☐ APPROVAL ☐ SUBJECT TO REVIEW ☐ OTHER ☐ PARTICIPATING ☐ WITH COST JUSTIFICATION ☐ TENTATIVE APPROVAL TO PROCEED 9-4-75 ☐ NON PARTICIPATIN ☐ WITH SUPPORTING

Form FHWA 121 (Rev. 5-73) 8119

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 19, 1975

SUBJECT: Oregon Project I-80N-2(56)29
Multnomah Falls-Hood River County Line Section
Railroad Agreement with UPRR

In reply refer to: 1041EC.2

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

The proposed agreement with the Union Pacific Railroad Company for the installation of the haulroad crossing for the subject project has been reviewed and is satisfactory. This proposed agreement was submitted with Mr. Chidsey's August 7 letter.

for G. L. Green

cc:
OSHD (Chidsey)

RECEIVED
STATE HWY ENGR
AUG 20 '75
REFER TO
Schroeder
FOR
Info | Inves | R/D | D/R | Sign | Act

8-21-75
ORIGINAL TO
Schroeder
T. A. A.

#8119 8-4-75

B

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-80N-2(56)29

STATE PROJECT NO.: Multnomah Falls - Hood River County Line Section

FROM: G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 1-804

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 6 '75
REFER TO
FOR
Into | Inves | R/D | D/R | Sign | Aut | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	May 28, 1975	Interstate Route 80N	Columbia River Highway Route #2

GENERAL LOCATION:
City of Cascade Locks

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:
Minor Program Change and utility adjustment.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Minor Program Change Utility Adjustment
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS A minor program change adding utility adjustments to the character of the proposed work is approved effective 5-28-75 as requested in Mr. Rulien's 7-30-75 letter and you are now authorized to proceed with actual adjustments for City of Cascade Locks power line effective 5-28-75 on an actual cost basis estimated to be $5,791.00 - federal funds $5,344.00. Approval and participation for the eligible portion of the work authorized is subject to the provisions of the FHPM. I approve the agreement with the City of Cascade Locks consisting of your Utilities & Railroad Engineer's letter, the City of Cascade Locks' April 18, 1975 letter and the plans and estimate furnished by Mr. Preston's July 9, 1975 letter. Mr. Ted Inloes' Affidavit of the City of Cascade Locks' property rights is acknowledged. The permit covering this adjustment will be prepared and submitted for approval at a later date.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-4-75	C. R. Berglund Jr.	Division Engineer

8-6-75
ORIGINAL TO
L. W. Rulien

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

#8119

PRO 6-2

July 30, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Minor Program Change
Project No. I-80N-2(56)29

We hereby request your approval of a minor program change on the subject project to include in the charactor of proposed work "Adjustment of Utilities Including Preparatory Work", for the relocation of a power line by Cascade Locks City Light. The adjustment of this power line was previously discussed with Area Engineer W. N. Bryant and verbal authorization given to proceed with the work effective May 28, 1975.

CL:bz

#2117

Wash DC (HHO-32)
G K Hossner

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Multnomah	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
7-29-75	W. N. Bryant, Area Engr	W. N. Bryant Area Engineer	I-80N-2(56)29

IN COMPANY WITH

Roy Pyle, Res Engr, OSHD

LOCATION

This project extends from Multnomah Falls located on I-80N east of Portland easterly approximately 11 miles to the Hood River County line.

CONTRACTOR NAME AND ADDRESS

Peter Kiewit Sons & Co., Vancouver Washington

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
2-26-75	$4,033,644.00	450 CWD.	3-17-75	4-28-75
QUALITY OF WORK	**PROGRESS OF WORK**	**TIME ELAPSED**	**WORK COMPLETED**	
Satisfactory	Satisfactory	30%	18%	

REMARKS

MULTNOMAH FALLS-HOOD RIVER COUNTY LINE
COLUMBIA RIVER HIGHWAY
Grading, Paving, & Signing

COPY SENT
AUG 11 1975
Washington

Work to be completed under this contract includes construction of embankment widening and earth mounds, construction of an asphalt concrete overlay, construction of both metal and concrete guardrail and median barriers, and construction of highway signing and sign supports. This project qualifies as a "Safety Improvement Project" under the provisions of FAHPM 6-8-2-1.

At the time of the inspection the contractor was in the process of removing paint from guardrail members which are to be salvaged and reused, hauling embankment material to various locations, excavating material from median area west of Moffet Creek, and barging crushed rock material up the Columbia River from the Scappoose area.

Early in June an old slide area located immediately west of Moffet Creek was again set in motion after the removal of approximately 25,000 CY of material from the median area had been completed. This material was removed in order to obtain the desired 30 feet clear roadside area. As a result of this work considerable distortion resulted along the eastbound lanes. No apparent damage to the west-bound lanes resulted and none is expected since the slip plane of the slide (a layer of clay-type material approximately 2 feet thick) is located above the westbound grade line.

NOTED
U.S. COUL.

RECEIVED
AUG 12 1975
Office of
Assistant State Highway Engineer

more

I-80N-2(56)29, 7-29-75

This problem was reviewed in the field 6-12-75 by engineers and geologists from the State as well as FHWA and a State Force Order in the amount of $8,000 was subsequently approved to install and monitor inclinometer tubes and design necessary corrective measures. As a result of this study it has been determined that the most passable and economical way to correct the problem is to construct a rock buttress at the toe of the slip plane (approximately 17,000 CY) and to provide a concrete barrier (approximately 850 feet) along the roadside. A price agreement in the estimated amount of $100,000 is currently being prepared by the State.

8119

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

July 23, 1975

FILE: ~~CON 5~~

NOTED
H. S. COULTER

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Regional Engineer

TO: C. T. KEASEY
Construction Engineer

SUBJECT: MULTNOMAH FALLS-HOOD RIVER
COUNTY LINE
CONTRACT 8119
TEMPORARY ACCESS AT CASCADE
LOCKS

Peter Kiewit Sons' Company, contractor on the subject project, have requested that they be allowed to construct a temporary on-ramp and a temporary off-ramp to the freeway (I-80N) near the east end of Cascade Locks. Kiewit's hot plant and rock storage yard will be on the Port of Cascade Locks' property easterly of the city of Cascade Locks and the purpose of the temporary ramps is to eliminate the need for the construction traffic to be routed over the main street of Cascade Locks for access to the freeway.

Attached are two prints each of two drawings showing the proposed ramps. It is requested that you review these plans, make any comments you feel needed, obtain any Federal approval that might be necessary, and advise us as soon as possible since the contractor is anxious to begin work on the ramps. Mr. Jackmond and Mr. Harwood are both somewhat familiar with this proposal. Mr. Coulter is also aware of it, having had some commerce with someone in the legislature regarding this request.

As mentioned above, we would appreciate early action on this request as the contractor is anxious to begin work.

ELH/cr
Attachments
cc H. S. Coulter
Roy Pyle

THIS COPY FOR

RECEIVED
JUL 28 1975
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8119

APPLYING TO CONTRACT PROJECTS

Order No. 1

Section Multnomah Falls-Hood River Co. Line Date June 5, 1975.

Highway Columbia River F.A.P. No. I-80N-2(56)29

County Multnomah Prefix 626-1031 Account No. 910

Description of Work To Be Done:

Install inclinometer tubes, moniter the tubes and design slide corrective measures.

Approval Recommended as of 6-12-75 WB

Location by Station Numbers:

1631 - 1636 (Moffett Creek Slide)

Estimate of Quantities and Costs:

Boring for inclinometer tubes 200' @ 25.00 per ft. = $ 5,000.00
Inclinometer monitoring and office work 3,000.00
$ 8,000.00

APPROVED EFFECTIVE DATE 6/12/75
Contingent upon modification of project agreement if additional funds are required.
BY E. J. Valach
TITLE Dist. Engineer
DATE 6/24/75
FEDERAL HIGHWAY ADMINISTRATION

Explanation:

Work to be performed by Region Geologist's staff.
Contractor is not equipped to do this work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$4,579,099.50
Present estimate of project cost, including $ 8,000.00 for work under this order	$4,579,099.50
Expected under-run / over-run (amount)	$ —
Expected under-run / over-run (per cent)	—

Space to right of this line is for use of Salem Office

Submitted by: Lary W. Dale
Resident Engineer

Approval Recommended: [illegible]
Regional Engineer

Approval Recommended: [illegible]
For: Construction Engineer or Bridge Engineer

Approved: [illegible]
Construction Engineer

8119

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 28, 1975

Mr. Gary E. Lockwood
Attorney at Law
Scott Building
Hood River, Oregon 97031

Dear Mr. Lockwood:

This will acknowledge your May 21st letter concerning the subject of your earlier communication to Senator Jernstedt on behalf of the City and Port of Cascade Locks to allow temporary access to I-80N for trucks that will be hauling for Peter Kiewit & Sons, Inc. on the Multnomah Falls-Hood River County Line Section.

While we appreciate your offer of assistance I do not believe anything further need be done. I am advised that the contractor has made the necessary request and that our regional office is working out the details that will hopefully allow this accommodation, at least to the extent of limiting the necessity of loaded trucks traveling through the City of Cascade Locks on old US 30, and perhaps the empty trucks as well. These arrangements are expected to be completed well in advance of the beginning of operations by the contractor.

Senator Jernstedt has verbally been advised to this effect.

NOTED
F. B. KLABOE

Sincerely,

R. B. Sipprell
Liaison Engineer
Office of Public Affairs

RBS:ob

cc - Senator Ken Jernstedt

bcc - F. B. Klaboe ✓
A. E. Johnson
H. S. Coulter
Ed Hardt

RECEIVED
RAILWAY ENGR
MAY 29 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

WAYNE C. ANNALA
GARY E. LOCKWOOD
WILFORD K. CAREY
DONALD W. HULL

ANNALA, LOCKWOOD, CAREY & HULL
ATTORNEYS AT LAW
SCOTT BUILDING
HOOD RIVER, OREGON 97031

TELEPHONE 386-1811
P. O. BOX 328

May 21, 1975

RECEIVED
U.S.
LAKEVIEW

Mr. Ralph Sipprell
State of Oregon
Department of Transportation
Salem, Oregon 97310

Re: I-80N paving - City of
Cascade Locks

Dear Mr. Sipprell:

Senator Ken Jernstedt telephoned me today to advise me that he had talked with you concerning the request of the City of Cascade Locks, Port of Cascade Locks and Peter Kiewit & Sons, Inc. To establish temporary access to Interstate 80 North, East of the City of Cascade Locks.

If any further information is needed or if we may be of any assistance locally or through our Congressional District in Washington, please do not hesitate to contact us. Senator Packwood will be in the area on May 29 and I can bring the problem to his attention if you think we need some help from that end. So as not to get too many cooks "stirring the pot", I will wait for you to request assistance before going further.

Your cooperation and assistance is appreciated.

Very truly yours,

GARY E. LOCKWOOD

GEL:ch

NOTED
R. B. SIPPRELL

WAYNE C. ANNALA
GARY E. LOCKWOOD
WILFORD K. CAREY
DONALD W. HULL

ANNALA, LOCKWOOD, CAREY & HULL
ATTORNEYS AT LAW
SCOTT BUILDING
HOOD RIVER, OREGON 97031

TELEPHONE 386-1811
P. O. BOX 328

May 16, 1975

Honorable Kenneth Jernstedt
Senator
Salem, Oregon 97310

Re: City of Cascade Locks

Dear Ken:

The Mayor and Council of the City of Cascade Locks have asked me to correspond with and request your assistance concerning the routing of truck traffic in that area.

As you know, Peter Kiewit and Sons has the contract for the overlay of I-80 from Multnomah Falls to the Hood River County line near Bonneville Dam. It appears that they will locate the asphalt hot plant on property owned by the Port of Cascade Locks, East of the City of Cascade Locks.

At this time the only West bound access is down Forest Lane, onto Old Highway 30, and then to the I-80 access, West of the Bridge of the Gods.

It is anticipated that overlay will be accomplished in a period of not more than 100 working days. It is estimated that this will require approximately 9,000 truck loads of material and including the return trip of the truck which will have to come back the same route, we are talking about 18,000 trips.

The City of Cascade Locks, nor any other small city or unincorporated area, cannot tolerate this concentrated traffic on its streets.

At the same time we recognize the need for the overlay project and the fact that the Port property best meets the ecological and other requirements for placement of the hot plant.

The Port of Cascade Locks has proposed a plan for a temporary on ramp for the East bound trucks. Enclosed is a copy of a letter from the Oregon State Highway construction engineer relating to the project.

Since the speed limits are 55 MPH instead of 70 MPH and the access is temporary, we hope every consideration will be given to the proposal for the temporary access. In addition some thought should also be given to the East bound trucks on the return to the plant site.

The safety, health, and convenience of the residents of the area should more than off set any cost to the State of Oregon or the contractor for the temporary freeway accesses.

It appears that the saving of time by use of I-80 for most of the travel will also off set the cost of the accesses, controls, flagman and etc.

If any further information is required, please do not hesitate to contact Clayton Schmitt, City Administrator, Ron Rombalski, Port Manager, or the undersigned.

Your cooperation and assistance in this matter is appreciated.

Very truly yours,

Gary E. Lockwood

GARY E. LOCKWOOD

GEL:ch
Enclosure
cc: Clayton Schmitt
Ron Rombalski
Rep. Paul Walden

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 PHONE 653-3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 6, 1975

Mr. Clayton H. Schmitt
City Administrator
City of Cascade Locks
P.O. Box 308
Cascade Locks, OR 97014

Re: Project I-80N-2(56)29

Dear Mr. Schmitt:

Your letter to Harry Woodward, District Engineer, has been referred to this office.

Peter Kiewit, contractor on the subject project, had requested a permit from the Multnomah County Commissioners to erect a asphalt plant in the vicinity of Dodson. This request for permit was denied last week. At this time it is our understanding that the contractor does hope to set up a plant in the Cascade Locks area to supply material for this contract.

The specific site location has just recently been firmed up. We are now in the process of reviewing with the contractor its location and the routing of the trucks hauling asphalt. The contractor has all ready approached us with the idea of constructing an on-ramp for eastbound trucks to connect to the freeway east of Cascade Locks. He has been advised that the State will consider such a request contingent on design, location, control of access, etc.

west ?

After we have time to consider the contractors request for access control, the City will be contacted in regard to the contractors proposal.

If you have any further questions regarding this matter please don't hesitate to call Roy Pyle, the Resident Engineer, at 666-6007 or myself at 653-3090.

Very truly yours,

D. R. ADAMS
Regional
Construction Engineer

DRA/b

8119

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

R

TO: C. W. Head, R. Church, J. Bond, C. Barrett

DATE: April 22, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Peter Kiewit Sons' Co.
Contracts 7857 & 8119

Safekeeping Receipt #641 for $500,000.00 has been cancelled. This receipt covered U.S. Treasury Bonds deposited in lieu of retainage on contract 7857. Safekeeping Receipt 1548 marks the transfer of $250,000.00 of the bonds to contract 8119. $250,000.00 remains credited on contract 7857, as noted by the issue of Safekeeping Receipt 1548.

A copy of the transmittal letter and Safekeeping Receipts will be filed, in the contract files, in the Commission & Staff Services office.

JP:pl

NOTED
C. W. HEAD

81-125-1387

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1548

Received for Account of Peter Kiewit Sons' Co.

Address 1000 Kiewit Plaza, Omaha, Nebraska 68131

Date April 18, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
U.S. TREASURY BONDS 3 1/2%	11447/11463	17	10,000				$ 170,000.00
Dated October 3, 1960	16798/16805	8	10,000				80,000.00
Due November 15, 1980							
Coupons payable May 15 and Nov. 15							
							$ 250,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8119

Authority ORS. 279.575

Countersigned by Emily R. Hale Deputy Cashier

SPECIAL INSTRUCTIONS

Frank Nadden

State Treasurer

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

April 18, 1975

Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, Nebraska 68131

Attention Donald E. Baker, Treasurer

Gentlemen:

Enclosed please find State Treasurer's Safekeeping Receipt No. 1547, dated April 18, 1975, in the amount of $250,000.00 covering U.S. Treasury Bonds, 3 1/2%, dated October 3, 1960, due November 15, 1980.

We have credited State Highway Contract No. 7857.

Also enclosed is State Treasurer's Safekeeping Receipt No. 1548, dated April 18, 1975, in the amount of $250,000.00 covering U.S. Treasury Bonds, 3 1/2%, dated October 3, 1960, due November 15, 1980.

We have credited State Highway Contract No. 8119.

We have cancelled State Treasurer's Safekeeping Receipt No. 641, in the amount of $500,000.00, dated February 12, 1973.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division; Dick Hacek

COPY

8119

CON 5 R

OREGON STATE HIGHWAY DIVISION

Robert Straub
~~XXXXXXXXX~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 17, 1975

State Treasury Department
103 State Capitol Bldg.
Salem, OR 97310

Attention: Emily Rohde

Please transfer $250,000.00 of the $500,000.00 in U. S. Treasury Bills deposited in lieu of retainage on contract 7857 to contract 8119. Safekeeping Receipt 641 was issued to cover the original deposit by Peter Kiewit Sons' Company.

Vernon E. Skoog
Controller

by

R. J. Hacek
Accounting Systems Officer

JP:pl

cc: Peter Kiewit Sons' Company

bc: J. Bond C. W. Head
R. Church C. Barrett

NOTED
C. W. HEAD

8119

FORM E-80 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

February 27, 1975

To: Edward L. Hardt
Regional Engineer

SUBJECT: Multnomah Falls Interchange
Columbia River Highway (I-80N)
Multnomah County

[illegible]
E. S. Hunter

Enclosed for your reference is approved standard sheet for subject project. Although the FHWA has not signed, we have their verbal okay. The attached copy of correspondence contains suggestions which should be examined during location study.

Plan sheet has been revised to cut parking area in half as suggested in the attached letters.

The suggestion to eliminate the long entrance road is not a good idea as the trucks would have to go through the car parking area.

A viewpoint should be evaluated during the field survey as well as the other comments on drainage, et cetera.

Please proceed with the survey using Prefix 626-1948. Your advice as to estimated survey costs would be appreciated since additional preliminary engineering money may have to be programmed with the FHWA.

Victor D. Wolfe
Location Engineer

Att.

GCW:mc

cc E. S. Hunter
J. H. Versteeg

RECEIVED
FEB 28 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8119

J. B. Boyd
Right of Way Engineer

C. W. Head
Commission Services

February 24, 1975

RAILROAD COMPANIES
FILE No. 351

Attached for further handling are two copies of a supplemental agreement with Union Pacific Railroad Company covering work on the Multnomah Falls-Hood River County Line Section of the Columbia River Highway in Multnomah County.

Please have the Railroad Company date and sign this agreement. We have retained a xerox copy of this agreement until the original is fully executed and returned for the Transportation Commission's files.

fkn
Att.

8119 2-4-75

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-80N-2(56)29

STATE PROJECT NO. MULTNOMAH FALLS – HOOD RIVER COUNTY LINE SECTION

FROM: G. L. GREEN, DIVISION ENGINEER, SALEM, OREGON

PROGRAM NO.

ITEM NO. I-804

COUNTY NAME: MULTNOMAH

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED STATE HWY ENGR
FEB 6 '75

NOTED E. S. HUNTER

REFER TO Hunter FOR

Info	Invest	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED: JANUARY 29, 1975

DATE AUTHORIZATION EFFECTIVE: JANUARY 29, 1975

FEDERAL ROUTE NUMBER: INTERSTATE ROUTE 80N

STATE ROUTE NUMBER: PRIMARY ROUTE 2

GENERAL LOCATION:

I-80N MULTNOMAH FALLS EAST 11.1 MILES

GENERAL DESCRIPTION OF WORK:

GRADE, DRAIN, HIGH TYPE PAVEMENT, SIGNS AND GUARDRAIL.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)

RAILROAD PROTECTIVE SERVICES	$14,000
PERMANENT PAVEMENT STRIPING	6,000
STAGE CONSTRUCTION STRIPING	3,000
TEMPORARY EROSION CONTROL	7,500
ON THE JOB TRAINING	4,000

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION • ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION • PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED ABOVE AS SHOWN IN YOUR ESTIMATE.
MR. RULIEN'S JANUARY 24, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.
PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.
A SIGNED TITLE SHEET IS RETURNED HEREWITH.

2-6-75
ORIGINAL TO
L. W. Rulien
w/att

RECEIVED
FEB 6 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-4-75	Wayne L. Lucas	L. DIVISION ENGINEER

FORM PR-1240 (REV. 6-73) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8119

2-4-75

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-80N-2(56)29

STATE PROJECT NO.: MULTNOMAH FALLS - HOOD RIVER COUNTY LINE

COUNTY NAME: MULTNOMAN

PROGRAM STAGE (Check): [ ] 1. [X] 2.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: I-804

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
FEB 6 '75
REFER TO
FOR
Bkg | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	SEE BELOW	INTERSTATE ROUTE I-80N	PRIMARY ROUTE 2

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
UPON EXECUTION OF THE AGREEMENT WITH THE UNION PACIFIC RAILROAD COMPANY BY OREGON DOT YOU ARE AUTHORIZED TO PROCEED WITH THE WORK COVERED BY THE AGREEMENT.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [X] OTHER (Specify): RAILROAD ADJUSTMENT WORK
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

THE PROPOSED AGREEMENT WITH UNION PACIFIC RAILROAD COMPANY SUBMITTED BY MR. CHIDSEY'S JANUARY 17, 1975 LETTER IS APPROVED AS TO FORM.

PLEASE FURNISH US COPIES OF THE FULLY EXECUTED AGREEMENT FOR OUR FORMAL APPROVAL.

2-6-75
cc: Bruce Boyd

2-6-75
Original to
L. W. Rulien

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-4-75	[signature]	DIVISION ENGINEER

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

NOTED
HUNTER

RECEIVED
FEB 5 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8119

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-80N-2(56)29
Moffett Creek Bridge
Multnomah Falls-Hood River Co. Line Section
Paving Dams

DATE: January 29, 1975

In reply refer to: 1041DA.5/X Ref: 430.2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested by Mr. Hart's January 29, 1975 letter, we concur in the use of the joint sealing system described for the subject project as a Category 2 Experimental Project.

Reporting procedures will be the same as for other joint seal experimental projects.

NOTED
E. S. HUNTER

for G. L. Green

TED
JOHN

RECEIVED
STATE HWY ENGR
FEB 4 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act

2-5-75
cc Hart

RECEIVED
FEB 5 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8117

File: Br. 2194A

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 29, 1975

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

Dear Mr. Green:

Paving Dams
Moffett Creek Bridge
Multnomah Falls-Hood R. Co. Line Sec.
Columbia R. Hwy.
Multnomah Co.

On the subject structure we propose to use the Fel-Span T-30 expansion joint sealing system as paving dams. The joint system consists of two steel-reinforced neoprene pads connected with a thin, fabric-reinforced web. A copy of the product brochure is enclosed.

We request your concurrence in the use of this joint sealing system for the above project as a Category 2 experimental project per FHWA Federal-Aid Highway Program Manual, Vol. 6, Chapter 4, Section 2, Subsection 2. The experimental feature will be identified on the P.S. & E submittal.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

KA/ag
Encl.
cc E. S. Hunter
L. W. Rulien
V. E. Skoog

RECEIVED
JAN 30 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

TRANSACTION NUMBER 1-108

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 1-23-75

BY (Signature): L.W. RULIEN'S JANUARY 20, 1975 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 804 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
804	I-80N-2(56)29	11.1	4,745,000	4,378,600	MULTNOMAH FALLS - HOOD RIVER COUNTY LINE SECTION. MULTNOMAH COUNTY-STATE OF OREGON.	GRADE, DRAIN, HIGH TYPE PAVEMENT, SIGN AND GUARDRAIL.

OTHER IDENTIFICATION AND/OR REMARKS (State)

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENG
JAN 24 '75

REFER TO Hunter FOR

Info | Inves | R/D | D/R | Sign | Ad | Cdr

RECEIVED
JAN 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REMARKS (Division)

1-27-75
ORIGINAL TO
L.W. Rulien

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 1-23-75	SIGNATURE AND TITLE G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48 (Rev. 8-71)

GPO 915-690

1-23-75

8119

8119

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-80N-2(56)29
Multnomah Falls-Hood River County Line
Salvage of Median Rail Members

DATE: January 23, 1975

In reply refer to: 1041DA.1

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

For the reasons outlined in Mr. Terpin's January 21, 1975 letter, we concur that it is in the public interest for the State to salvage the median rail on the subject project. The proposed credit to the project of $0.0375 per pound for the salvaged rail members and hardware is considered acceptable.

for G. L. Green

1-24-75
cc: Vanteeg

RECEIVED
STATE HWY ENGR
JAN 24 '75
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File
cyaj

NOTED
E. S. HUNTER

RECEIVED
JAN 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

S117

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 21, 1975

NOTED
E. S. HUNTER

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: Multnomah Falls-Hood River Co. Line
Columbia River Highway
Multnomah County

Dear Mr. Green:

It is possible that there will be approximately 21,500 of median rail members and accompanying hardware available for salvage from the subject project.

We believe it is in the public interest to salvage this material. By doing so a scarce commodity will not be wasted and it will be made available for use by the State below the cost of new material.

It is proposed that the rail members and hardware not used in the permanent installation of new guard rail will remain the property of the State and is to be stockpiled in the maintenance yard at Cascade Locks.

The Federal-aid project will be credited in the amount of money equal to $0.0375 per pound for the rail members and hardware salvaged. This sum was arrived at as follows:

1. Scrap value of the rail members and hardware--$0.0175 per pound.

2. Extra cost to the contractor for handling, sorting and hauling to the maintenance yard--$0.02 per pound.

Initially the project will be credited for 160,000 lbs. at $0.0375 = $6,000.00. The actual credit to the project will be adjusted when the quantity of material salvaged and delivered is determined.

We solicit your concurrence that it is in the public interest to salvage this material.

Very truly yours,
J. H. Versteeg
Road Design Engineer
by Frank E. Terpin
Frank E. Terpin
Final Design Engineer

RECEIVED
JAN 22 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FET:we
cc: E. S. Hunter
L. W. Rulien
D. H. Moehring
E. L. Hardt
C. G. Swenson
W. E. Cole

8119

PRO-6-2

January 20, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-80N-2(56)29

We are submitting program data for one Interstate project, Item No. 804, Project No. I-80N-2(56)29, "Multnomah Falls-Hood River Co. Line Section" which we desire to have included in the Federal-aid Interstate Highway Program.

It is our intention to receive bids for this project on February 27, 1975.

Enc.

CL:js

Budget Bureau No. 41-R2067; Appro

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

1-20-75

U.S. DEPA SUR

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): I-80N Multnomah Falls E. 11.1 mi.	ADT	PRESENT: 10,500	FUTURE: 17,200	YEAR: 95	REGION: 10	STATE NAME: Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., HT pave, sign, G-Rail	NATL. FOREST	FA ROUTE NO.	DEMO. ADD.	FA CLASSIF.	U.S. AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER: PREFIX LETTER (S): I-	NUMBER: 80 - 2	SEQ
CARD 4	CLASS OF FEDERAL FUNDS: Interstate						COUNTY NAME: Multnomah		CODE: 053		
	NAME OF URBAN AREA						ROUTE NO. I	FEDERAL-AID: I-80N	STATE: 2	U.S.: I-80N	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(1448)	(16)	41	42	43 46	53	I-80N Multnomah Falls E. 11.1 mi.	(54) (58)	(59) (66)	(67) (76)			Gr. wit lan rig min rev way gua bar dra oth RR vic
5					PE								
5					ROW								ROW Acc Par com
5					CONST (CODE) (Safety) 6201		"Multnomah Falls-Hood River Co. Line Section"						
								11.1	4,745,000	4,378,600	366,400		
							PROJECT TOTALS	11.1	4,745,000	4,378,600	366,400		

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23) (24) (29)

REMARKS

Additional Data: Item Nos. 39G, 39I, 457, 502A and 752. Project Nos. I-80N-2(6), I-80N-2(13), I-80N-2(19), I-80N-2(22), I-80N-2 and I-80N-2(54), respectively.

-over-

USCO

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ON NO. | FORM PR-1 (REV. 4-61) | 1-20-75

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

E. O.

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-80N Multnomah Falls E. 11.1 mi.		10,500	17,200	95	10	Oregon	41	042	804

OF PROPOSED WORK (35 typewriter): Gr., HT pave, sign, G-Rail

NATL. FOREST | PS ROUTE NO. | DHV | AD T | DA CLASS. | DA AREA | EMERG. YR. | PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S) I- | NUMBER 80 - 2 | SEQ. NO. (56)

I. Projects Only: POST MI. 29 | DESIG. N

ERAL FUNDS: Interstate

COUNTY NAME: Multnomah | CODE 053

AN AREA

ROUTE NO. I | FEDERAL-AID I-80N | STATE 2 | U.S. I-80N

PROGRAM STAGE: [ ] 1 OR [X] 2

PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		PE		I-80N Multnomah Falls E. 11.1 mi.						Gr., dr., & overlay with AC pave, 4-12' lanes with 10' right shldrs., 8.4' min. median. Safety revisions of road-way slopes, signs, guardrail, median barrier, minor drainage strs. & other appurtenances. RR protective ser-vice as required. ROW - 200' normal; Access control-full; Parking Restrictions-complete.
		ROW								
		CONST (CODE) (Safety) 6201		"Multnomah Falls-Hood River Co. Line Section"	11.1	4,745,000	4,378,600	366,400		
				PROJECT TOTALS	11.1	4,745,000	4,378,600	366,400		

PREPARED BY

PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item Nos. 39G, 39I, 39J, 39M, 39-0, 457, 502A and 752. Project Nos. I-80N-2(6), I-80N-2(10), I-80N-2(13), I-80N-2(19), I-80N-2(22), I-80N-2(34), I-80N-2(44) and I-80N-2(54), respectively.

-over-

USCOMM DUSCOMM-DC 48908-P61

MULTNOMAH FALLS-HOOD RIVER CO. LINE SECTION
PROJECT NO. I-80N-2(56)29

Remarks continued:

Project Data: The work consists of (1) grade, drain and overlay with asphalt concrete pavement the existing facility consisting of 4 - 12-foot lanes with 10-foot right shoulders and 8.4 foot minimum median; (2) safety revisions to bring to present Interstate standards the roadway slopes, signs, guardrail, median barrier, minor drainage structures and other appurtenances. R.R. protective service as required.

IM 50-1-70 Requirements: Exempt from State and District 2 Clearinghouse reviews under working agreements dated April 28, 1970 and October 16, 1970 respectively.

PPM 90-1 Requirements: This is a nonmajor action project for which the "Negative Declaration" was concurred in by FHWA on November 2, 1971.

Public Hearings: None required under the provisions of paragraph 6C of PPM 20-8.

Location/Design Approval: Not a factor in the development of this project per FHWA memorandum of November 4, 1971.

Note: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FAHPM 6-8-2-1 as the work, other than the overlay, is for the corrections of roadside features identified as hazardous in the AASHO report, "Highway Design and Operational Practices Related to Safety".

(3) This project is in Congressional District No. 3.

Data for PR-37:	Type Code	Description	Est. Cost
Roadway	6201	A.C./Stone Base	$3,425,000
Safety	Y002	Traffic Signs	70,000
	Y007	Minor Structures	125,000
	Y101	Guardrail	1,125,000
		Total Est. Cost	$4,745,000

8119

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

December 16, 1974

FROM: C. G. Swenson
Specifications Engineer

SUBJECT: Multnomah Falls-Hood River County Line Project

TO: J. H. Versteeg
Road Design Engineer

It appears now that we could advertise the subject project for the February bid opening if we do not specify a state controlled material source.

The project requires approximately 100,000 cubic yards of aggregates. The Cost Analysis Unit has informed us that their estimated cost of aggregates hauled from Portland would be about the same as materials produced from the Dodson Source.

We have been informed by Region that it appears now that we could not have the Dodson Source until sometime after March 1, 1975.

The Utility Unit has informed us that we should have the railroad agreement by the first or second week in January 1975.

The Bridge Section has notified us that they can furnish us some plans for bridge deck waterproofing in about three weeks.

This project is not on our current schedule.

Estimated cost of the project is approximately $5,400,000.

Hal 12-17-74
Proceed with plans
Ed H

CGS:jh

RECEIVED
DEC 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

12-17-74
ORIGINAL TO
Hal Versteeg

8119

...ION PACIFIC RAILROA... COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT
OREGON DIVISION

JUNE 11, 1974

P. O. BOX 8979
PORTLAND, OREGON 97208

File Ref.

D 9264 - 32 - 2

Mr. J. E. Chidsey,
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
JUN 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Dear Sir:

NOTED
E. S. HUNTER

Encroachment Map - R/W File 48182
Multnomah Falls-Hood River County
Line Section

Please refer to your letters of June 7th and April 30th concerning proposed encroachment showing encroachment and easement just west of Bonneville on the Multnomah Falls - Hood River County Line Section of the Columbia River Highway.

We understand that the project is small and the area involved is minor; however, because of the rock bluff adjacent to the track it is very doubtful that this project can be accomplished without disruption to the railroad activities.

We realize that normally the State's contractors are required to furnish construction plans stating how the work should be performed in order to minimize disruption to highway and rail traffic. But in this case before we can even consider acceding to your request, we must have an approved work plan that will insure the safety of the rail traffic. We will consider your request as soon as we are furnished with this type of plan.

Yours very truly,

L. A. Kirkeby

L. A. Kirkeby,
Superintendent

XC: E. S. Hunter.
J. H. Versteeg
E. L. Hardt.

NOTED
J. E. CHIDSEY

8119

bc: E. S. Hunter
R. L. Schroeder
H. S. Coulter
J. H. Versteeg
J. B. Boyd
E. L. Hardt
R. H. Rumbolz

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 7, 1974

Union Pacific Railroad Co.
P. O. Box 8979
Portland, OR 97208

Attn: R. S. Orr

Encroachment Map
Multnomah Falls-Hood River County
Line Section
Columbia River Highway (I-80N)
Multnomah County
R/W File 48182

Dear Sir:

Enclosed for your information and review are four copies of our Encroachment Map showing the small permanent easement which will be necessary for the State to obtain from Union Pacific Railroad just west of Bonneville on the Multnomah Falls-Hood River County Line Section of the Columbia River Highway. This map has been revised in conformance with your request of April 25, 1974, in which you stated "Before we can consider this matter further we must have this section clear to the railroad track. In order to make the print complete the existing toe of Bluft and the slide fence should be plotted on your print 9B-11-20".

This information has been plotted on the Encroachment Map and the revised map is being sent to you for your consideration in this matter.

Please review our proposal and obtain the approval necessary from your principals. If there is any further information you require please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk
Enc.

NOTED
E. S. HUNTER

RECEIVED
JUN 7 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8119

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 30, 1974

Union Pacific Railroad Co.
P. O. Box 8979
Portland, OR 97208

Attn: R. S. Orr

NOTED
E. S. HUNTER

Easement Description
Multnomah Falls-Hood River County
Line Section
Columbia River Highway
Multnomah County
R/W File 48182

Dear Sir:

Enclosed are four copies of a description covering a permanent slope easement to be acquired from Union Pacific in connection with the Multnomah Falls-Hood River County Line Section of the Columbia River Highway in Multnomah County. This is the description which accompanies the encroachment maps which I have furnished you earlier.

After you received the encroachment maps, you wrote to me requesting that the cross sections be extended clear down the slope to include the railroad roadbed and show the location of the railroad protective fence. This information has been passed on to our Design Section and I am sure that this information will be added to the sections on the encroachment map and new copies furnished to you as soon as possible.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk
Enc.

bc: E. S. Hunter
J. H. Versteeg
J. B. Boyd
E. L. Hardt

RECEIVED
MAY 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8119

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT
OREGON DIVISION

APRIL 25, 1974

P. O. BOX 6979
PORTLAND, OREGON 97208

Mr. J. E. Chidsey, P. E.
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Encroachment Map, Multnomah Falls -
Hood River Co. Line Section
Columbia River Highway (I-80) --
Multnomah County

Please refer to your letter of April 19th furnishing proposed encroachment map.

Before we can consider this matter further, we must have the sections clear to the railroad track. In order to make the print complete, the existing toe of bluff and the slide fence should be plotted on your print 9B-11-20.

Yours very truly,

L. A. Kirkeby

NOTED
E. S. HUNTER

L. A. Kirkeby,
Superintendent

gje

xc: E. S. Hunter.
J. H. Verstaeg.
J. B Boyd.
E. C. Hardt.
R. H. Rumbolz

NOTED
J. E. CHIDSEY

RECEIVED
MAY 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8119

bc: E. S. Hunter
R. L. Schroeder
H. S. Coulter
J. H. Versteeg
J. B. Boyd
E. L. Hardt
R. H. Rumbolz

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 19, 1974

NOTED
E. S. HUNTER

Union Pacific Railroad Co.
P. O. Box 8979
Portland, OR 97208

Attn: R. S. Orr

Encroachment Map
Multnomah Falls-Hood River Co. Line Sec.
Columbia River Highway (I-80)
Multnomah County

Dear Sir:

Enclosed for your information and review are four copies of an Encroachment Map showing the small permanent easement that will be necessary for the State to obtain from Union Pacific Railroad just east of Bonneville on the Multnomah Falls-Hood River County Line Section of the Columbia River Highway. This small easement will be necessary in order that we may remove some surplus material on the north side of the highway adjacent to the Union Pacific tracks. The Encroachment Map shows typical cross sections at various points through the area of the easement so that you will better understand our proposed activity on the railroads property.

A written description of this easement will be forwarded to you as soon as it is available. Please review our proposal and obtain the approval as necessary from your principals. If there is any further information you require please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk
Enc.

RECEIVED
APR 19 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8120 Main St.-Hawthorne St. 1975
(Forest Gr.), Tualatin Valley Hwy.
(Traffic signal modification)

CU A 1947 - 4-22-74

OREGON STATE HIGHWAY DEPARTMENT

Form A-181—(7-65)
SP&R 294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Forest Grove
City Hall
Forest Grove, OR 97116
Attention of Daniel F. Durig, Manager

Request No. (assigned by staff engineer or head of division) CC 1673
Date December 6, 1976
Payer's Order No. (if any)
Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: TOPICS Project T-5011(5)
Main St.-Hawthorne St. Section
Tualatin Valley Highway
City of Forest Grove

Covered by agreement dated 4/22/74
Contract No. 8120

Itemized Statement: CLR-DT File No. T-5011-5 Advance Deposit $2,500.00

Quantity	Unit	Description	Unit Price	Amount
		City's Advance Deposit 3/7/75	$2,500.00	
		City's share per attached statement	2,361.11	
		REFUND DUE CITY		$138.89
		(Attach itemized statement to invoice)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 2,500

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 34-0612-299

Submitted by: Gary E. Zehner
Gary E. Zehner, Local Project Coord.

Approved: ☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE ☐ UPE ☐ CE ☐ RE ☐ RPE ☐ Division Engineer

Approved: G. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

(MEMORANDUM) **Final Voucher**

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1. VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Building, Salem, Oregon 97310

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: I-5011 (5) FOREST GROVE

VOUCHER PERIOD: FROM 5-1-74 TO 7-8-76

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$21,029.41	$20,868.39	78.13%	$16,316.99	$16,316.99	$0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V. L. Skeen
Controller

$ 0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Main Street - Hawthorne St. (Forest Grove) Section					
	Washington County					
	Preliminary Engineering Type Code P.E.					
	Preliminary Engineering		All Required		$2,379.21	
	Total Preliminary Engineering Cost				2,379.21	
	Construction					
	Type Code Y031					
	Traffic Signals (contr. #8120)					
	Final Contract Payment Summary		Lump Sum		$14,825.56	
	SFO #1 Install foil Safe Monitors		All Required		2,340.48	
	Total Construction Cost				$17,166.04	
	Construction Engineering					
	State		All Required		$1,323.14	
	Total Participating Cost				$20,868.39	
	Nonparticipating Items					
	Preliminary Engineering		All Required		$2.79	
	Interest Paid to Contractor		All Required		4.40	
	Construction Engineering		All Required		154.23	
	Total Nonparticipating Cost				$161.42	
	Total Cost				$21,029.81	
	Prepared base on costs shown on Federal Billing as of 7-31-76					

AMOUNT CARRIED FORWARD..

GPO 914-021

FORM FPR-20A (6-71)

	034	0611	915	00 P 1			318.11	73	74
	034	0611	985	00 P 1			78.74	73	73
	034	0611	985	00 N 1			.28	73	73
			TOT	P1			134,433.38		
			TOT	N1			1,315.92		
			** JOB TOTALS **		**	**	135,749.30	**	
HORNE ST	CONT NO 8120 * FA PROJ NOS T 511005 100							STATE	
	034	0612	201	00 P 1			14,825.56	75	75
	034	0612	206	00 N 1			4.40	75	75
	034	0612	276	01 P 1		960.00	2,340.48	76	76
	034	0612	276	01 N 1		960.00CR		76	76
	034	0612	296	00 N 9		750.62CR	16,316.99CR	74	76
	034	0612	298	00 N 9		750.62	16,316.99	74	76
	034	0612	900	00 P 1			1,323.14C	74	76
	034	0612	900	00 N 1		133.97	163.64C	75	76
	034	0612	905	00 P 1			131.38	74	76
	034	0612	905	00 N 1			3.10	75	75
	034	0612	911	00 P 1			1,272.02	74	75
	034	0612	911	00 N 1			.31CR	74	74
	034	0612	914	00 P 1			101.13	75	75
	034	0612	920	00 P 1			53.28	74	75
	034	0612	921	00 P 1			748.48	74	75
	034	0612	923	00 P 1			72.92	74	74
			TOT	P1		960.00	20,868.39		
			TOT	N1		826.03CR	170.83		
			** JOB TOTALS **		**	133.97 **	21,039.22	**	
	036	0601	296	00			288.26CR	76	76
	036	0601	299	00			288.26	76	76
			TOT	00					
			** JOB TOTALS **		**	**		**	
-US) MCMINNVILL	CONT NO 7705 * FA PROJ NOS T 518002 100							STATE	
	036	0603	201	00 P 1			30,000.00	72	73
	036	0603	203	00 P 1			850.00CR	72	72
	036	0603	206	00 N 1			137.03	74	74

(MEMORANDUM) Final Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

G. VOUCHER NO.

VOUCHER NO.

APPROPRIATION

7-8-76

SCHEDULE NO.

THE UNITED STATES, DR., TO (Insert official or depositary named in project agreement)

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Building, Salem, Oregon 97310

(For use of Paying Office)

STATE

Oregon

FEDERAL AID PROJECT NO.

I-5011 (5)

VOUCHER PERIOD: FROM 5-1-74 TO 7-8-76

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
$21,029.81	$20,868.39	78.19%	$16,316.99	$16,316.99	$0.00	

RECEIVED DIVISION OFFICE

BY DATE

FIELD AUDIT MADE

BY DATE

PASSED FOR PAYMENT

BY DATE

REMARKS

Oregon

V. E. Skoog
Controller

$ 0.00

FORM FR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Main Street - Hawthorne St. (Forest Grove) Section					
	Washington County					
	Preliminary Engineering Type Code P.E.					
	Preliminary Engineering		All Required		$2,379.21	
	Total Preliminary Engineering Cost				2,379.21	
	Construction					
	Type Code V&SI					
	Traffic Signals (contr. #8120)					
	Final Contract Payment Summary		Lump Sum		$14,825.56	
	SFO #1 Install fail Safe Monitors		All Required		2,340.48	
	Total Construction Cost				$17,166.04	
	Construction Engineering					
	State		All Required		$1,323.14	
	Total Participating Cost				$20,868.39	
	Nonparticipating Items					
	Preliminary Engineering		All Required		$2.79	
	Interest Paid to Contractor		All Required		4.40	
	Construction Engineering		All Required		154.23	
	Total Nonparticipating Cost				$161.42	
	Total Cost				$21,029.81	
	Prepared base on costs shown on Federal Billing as of 7-31-76					

AMOUNT CARRIED FORWARD.....

FORM PR-20A (6-71)

GPO 914-021

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

PAYEE

Hamilton Electric Inc.
P.O. Box 708
Eugene, OR 97401

FISCAL YEAR

WARRANT NUMBER 63119

VOUCHER DATE	TOTAL AMOUNT
1/20/76	$ -

CONTRACT NO.	ESTIMATE NO.
8120	4F

PERIOD COVERED: to 8/15/75

APPROVED:

DESIGNATED AUTHORITY

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction.
For Payment of accounts incurred by the State Highway Division by authority of ORS 366.435.

This final claim has been authorized in the above amount.

(DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, _____ certify that I am _____
(IF FIRM OR CORP., STATE CAPACITY)
that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that whe e force account work is charged, any contributions to the employees' benefit funds required by agreements between the em ployers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

_____
(Signature)

FORM 81-734-1020

CONTRACT NO. 8120 | ESTIMATE NO. 4 | PREPIX NO'S.
FEDERAL AID PROJECT NO. T 5011005

(OVER)

PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
783.0000	100.000	783.00	783.00	
6.2700	18.750	117.56	117.56	
140.0000	100.000	14060.00	14060.00	
135.0000-	100.000	135.00-	135.00-	

the Cost N° Constr. Cost Total Cost
$25.56 # ___ $14,825.56

IMAGE
DEPOSIT
IMAGE

TOTAL CONTRACT ITEMS		14825.56	14825.56	
NED ON CONTRACT ITEMS		-	-	
FORCE ACCOUNT				
TOTAL PAYMENTS		14,825.56	14,825.56	-

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

COUNTY	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
WASHINGTON	8120	4	
HIGHWAY: TUALATIN VALLEY	FEDERAL AID PROJECT NO.: T 5011005		
SECTION: MAIN ST-HAWTHORNE ST (FOREST GROVE)			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	1P TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	783.0000	100.000	783.00	783.00	
002	1P TEMPORARY SIGNS	SQ FT	6.2700	18.750	117.56	117.56	
004	1P TRAFF SIGNAL MODIFICATIONCOMPLETE	LUMP SUM	14060.0000	100.000	14060.00	14060.00	
	PRICE AGREEMENT ITEMS						
30101	1P REVISE EXIST FOUNDATION CR TO STATE	LUMP SUM	135.0000-	100.000	135.00-	135.00-	

Type Code	"P" Constr. Cost	"N" Constr. Cost	Total Cost
Y031	$ 14,825.56	$ ——	$ 14,825.56

GROSS RETAINAGE			
TREASURER DEPOSIT			
NET RETAINAGE			
TOTAL CONTRACT ITEMS			
-% RETAINED ON CONTRACT ITEMS	14825.56 -	14825.56 -	-
FORCE ACCOUNT			
TOTAL PAYMENTS	14,825.56	14,825.56	-

DATE

PREVIOUS VOUCHER NO. ~~11-19-74~~ PG. ~~01~~ 8120
21917

CHECKED BY:
Jp:dk

ENGINEER OR AUDITOR
E. Rodriguez

8120

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

7 8 76

STATE COPY

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Washington	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
07-07-76	W.N. Bryant, Area Engr	T-5011(5)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
08-15-76	01-19-76	75%	200 Cal. days

APPROVED EXTENSIONS	LOCATION
None	Tualatin Valley Hwy., Nine intersections in the City of Forest Grove

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MAIN STREET - HAWTHORNE STREET
T. V. HIGHWAY
Traffic Signal Revisions

This project provided for the upgrading of traffic control signals at nine intersections. All work was completed in apparent reasonable close conformance with the plans and specifications on August 15, 1976 at a final cost of $16,259.54 or 15.79 percent below the total authorized amount of $19,308.72.

There were no major significant overruns or underruns in contract bid items.

RECEIVED
STATE HWY ENGR
JUL 12 '76
REFER TO
Cy Keasey
FOR

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant		SIGNATURE E. J. Valach	
TITLE Area Engineer	DATE 7-7-76	TITLE District Engineer	DATE 7-8-76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY 8120

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — To be completed by Washington Headquarters Personnel

1–2 | 3–4 | 5–8 | 9–12 | 13–18 | 19–22 | 23–24 | 25–27 | 28–30 | 31–33

PART A (To be completed by FHWA or State Highway Personnel (See instructions on reverse))

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN / RURAL
Oregon	Washington	T-5011(5)	URBAN (X) RURAL ( )

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		Y031	
20	FINAL CONSTRUCTION COST	DOL.	14,826	
21	LENGTH OF PROJECT	MILES		

DATE STARTED: July 28, 1975

DATE COMPLETED: August 15, 1975

TOTAL NO. BRIDGES: 0

PART B (To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)

30	LABOR	TOTAL MAN HOURS: 150	GROSS EARNINGS: 2,046

	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	6,909	
	9	PETROLEUM PRODUCTS	GAL.		
	1	CEMENT	BBL.		
CARD C	2	AGGREGATES PURCHASED	TON.		
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.		
	4	LUMBER	THSD BD FT		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.		
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.		
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48–52 | 53–61 | 62–70

CULVERT ITEMS

	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR-47 (REV. 10-72) PREVIOUS EDITIONS ARE OBSOLETE

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT-2a and PT-4 of HIGHWAY STATISTICS, in the published tabulations of highway construction material usage factors, and in an article on highway construction labor in PUBLIC ROADS volume 28, No. 6. February 1957.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show best estimte of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 937-978

8120

January 22, 1976

Great American Insurance Co.
Pacific N.W. Regional Office
2090 Ninth Ave.
Seattle, WA 98121

Gentlemen:

On January 20, 1976, we wrote to you concerning release of final payment on Contract No. 8120 awarded to Hamilton Electric, Inc. for work on the Main Street-Hawthorne Street (Forest Grove) Section of the Tualatin Valley Highway in Washington County.

The total contract amount is $14,825.56. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Hamilton Electric, Inc.
232 West 5th
PO Box 708
Eugene, OR 97401

Smith & Crakes
58 West 11th
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

U. S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
.5011(5)

STATE PROJECT NO.
Main St.-Hawthorne St.

COUNTY NAME
Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon
1-20-76

PROGRAM NO.

ITEM NO.
T-88

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 26 '76
REFER TO
Gulsen
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
11-26-74	1-8-76	Primary Route 32	Primary Route 29

GENERAL LOCATION:
City of Forest Grove

GENERAL DESCRIPTION OF WORK:
Install fail-safe monitors in nine existing controllers and interior illuminated sign at Pacific and council.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXX~~ ~~XXXXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 1-12-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 1 in the amount of $2,232 - Federal Funds $1,745.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-20-76	CR Burghardt	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Form 81-734-1105

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8120

APPLYING TO CONTRACT PROJECTS

Order No. 1

Section Main St.-Hawthorne Bl. (Forest Grove)

Date December 16, 1975

Highway Tual

County Washington

Prefix [illegible]-0614 Account No. 276

Description of Work To Be Done:

Install fail-safe monitors in nine existing signal controllers.
Install an interior-illuminated sign at Pacific and Council.

APPROVED EFFECTIVE DATE 1/2/76
Contingent upon modification of project agreement if additional funds are required.

BY [signature]

TITLE Engineering Technician

DATE 1/21/76

FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

267+75 to 300+60

Estimate of Quantities and Costs:

Materials	$1,732
Labor & Equipment	500
	$2,232

RECEIVED
STATE HWY ENGR
JAN 26 '76
REFER TO
FOR
Info | Invest | 3rd | D.R. | Sig. | Act | Eng

Explanation:

As a result of this contract, we have taken over the maintenance of these controllers. All controllers under our maintenance must have these monitors.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 12,500.00
Present estimate of project cost, including $ 2,232 for work under this order	$ 2,232
Expected under-run over-run (amount)	$ 1,460.50
Expected under-run over-run (per cent)	7.25

Space to right of this line is for use of Salem Office

Submitted by: Richard Kuehn
Reg. Traffic Resident Engineer

Approval Recommended: [signature]
Regional Engineer

Approval Recommended: [signature]
For: Construction Engineer or Bridge Engineer

Approved: [signature]
Construction Engineer

SP**19602-734

#8120

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 34-0612

Salem, Oregon

December 17, 1975

FROM: C. O. Fredrickson
REGIONAL ENGINEER

SUBJECT: Signal Revision Project
Main Street-Hawthorn Street
(Forest Grove) Section
Tualatin Valley Highway

TO: E. L. Hardt
REGION 1 ENGINEER

As a result of the recently completed TOPICS job involving 9 signalized intersections in Forest Grove we have taken over the maintenance of those signals. We have been informed by Bob Judson that these controllers are not equiped with fail-safe monitors which is now mandatory for any signal which we maintain. Attached is an order for state force work to provide these monitors. Since Region 1 administered this contract we felt that we should submit this state force order through your office.

cc: L.E. George
Bob Judson

RK:bw

RECEIVED
DEC 24 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

8120

FORM 81-784-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

FINAL WEEKLY REPORT

15

NAME OF JOB: MAIN ST. - HAWTHORNE ST.	SECTION: MAIN ST. HAWTHORNE ST. FOREST GROVE	WEEK ENDING: AUGUST 23, 1975
CONTRACTOR: HAMILTON ELECTRIC CO.	HIGHWAY: TUALATIN VALLEY	SECTION PREFIX: 34-0612-900
DATE OF CONTRACT: MARCH 7, 1975	KIND OF WORK: TRAFFIC SIGNAL REVISION	COUNTY: WASHINGTON
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	CONTRACT NUMBER: 8120	FEDERAL AID PROJECT NUMBER: T-5011(5)
PROJECT AUTHORIZATION: $ 19,308.82	DATE WORK STARTED: JULY 28, 1975	ESTIMATED COMPLETION DATE: AUGUST 15, 1975
EXCLUSIVE OF ENGINEERING: $ 16,863.60	SPECIFIED WORK DAYS	WORK DAYS USED
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 16,863.60	SPECIFIED CALENDAR DAYS 200	CALENDAR DAYS USED 150
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 75
	ENGINEERING AUTHORIZATION: $ 1686.36	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
	ENGINEERING COST TO DATE: $ 1301.89	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
	PERCENT OF AUTHORIZATION: 77 %	DATE PROJECT WAS COMPLETED: AUGUST 15, 1975

SEMI-FINAL WILL BE SUBMITTED

ESTIMATED PERCENT COMPLETE (ROADWORK) ABOUT SEPTEMBER 30, 1975

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 17	CLOUDY	0	0	
MONDAY 18	RAIN	0	0	
TUESDAY 19	CLOUDY	0	0	
WEDNESDAY 20	CLOUDY	0	0	
THURSDAY 21	SHOWERS	0	0	
FRIDAY 22	CLOUDY	0	0	
SATURDAY 23		0	0	

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
AUG 25 1975
CONSTRUCTION SECTION

BEN GIFFORD

	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY 17	NO ACTIVITY ALL WEEK.
MONDAY 18	
TUESDAY 19	
WEDNESDAY 20	
THURSDAY 21	
FRIDAY 22	
SATURDAY 23	

REMARKS

ALL CONTRACT WORK COMPLETED, PROJECT READY FOR FINAL INSPECTION.

SIGNED E. Rodriguez LOCATION ALOHA

E. RODRIGUEZ RES. ENGR.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

3120 STATE COPY R

MONTHLY TRANSACTION NUMBER 3-78	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 3-21-75	COUNTY Washington
MODIFICATION NUMBER 1		PROJECT NUMBER T-5011(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 10, 1974, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,000	$ 21,049
Federal Funds	$ 750	$ 16,448
Other revisions		

This modification is made for the following reasons:

Increase in preliminary engineering costs and to include contracted construction work.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 21st day of March, 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. H. Hunter
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division

Federal-aid Project
No. T-5011(5)

MAIN ST.-HAWTHORNE ST. (FOREST GROVE) SEC.
TUALATIN VALLEY HIGHWAY IN WASHINGTON COUNTY

Salem, Oregon, March 17, 1975

Project Agreement Estimate

Type Code P.E. Preliminary Engineering			
Preliminary Engineering			
	All Required		
	Total		$ 2,500.00
Type Code Y031 Traffic Signals			$ 2,500.00
Temporary Protection and Direction of Traffic	All Required		
Temporary Signs	100 sq.ft.	6.27	$ 783.00
Flagmen	80 hours	17.42	627.00
Traffic Signal Modification, Complete	All Required		1,393.60
			14,060.00
	Subtotal		$16,863.60
	Engineering		1,685.40
	Total		$18,549.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 2,500.00	$ 1,952.00	$ 274.00	$ 274.00
Traffic Signals	18,549.00	14,496.00	2,026.00	2,027.00
Total	$21,049.00	$16,448.00	$2,300.00	$2,301.00

Group 1 - 100%

Contract No. 8120

Prefix: 34-0612

U. S. DEPARTMENT OF TRANSPORTAT... FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
...-5011(5)

STATE PROJECT NO.
MAIN ST.--HAWTHORNE ST SECT.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON
2-4-75

PROGRAM NO.

ITEM NO.
T-88

COUNTY NAME
WASHINGTON

PROGRAM STAGE (Check)
[X]

RECEIVED
STATE HWY ENGR
FEB 6 '75
REFER TO
Hunter
FOR
Instr. | Invest. | R/D | D/R | Sign | Act | File ✓

TO:

MR. F. B. KLEBOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
NOVEMBER 26, 1974	NOVEMBER 26, 1974	PRIMARY ROUTE 32
		STATE ROUTE NUMBER: PRIMARY ROUTE 29

GENERAL LOCATION:

CITY OF FOREST GROVE

GENERAL DESCRIPTION OF WORK:

UPGRADE TRAFFIC CONTROL SIGNALS AT NINE INTERSECTIONS

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [ ] OTHER (Specify) Copies Sent

- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

REVISED PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED REVISED TITLE SHEET IS RETURNED HEREWITH.

PROJECT MANAGEMENT SECTION		
ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY	FEB - 6 1975	
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

RECEIVED
FEB 6 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-4-75	[signature]	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

FORM 734-30

T

OREGON STATE HIGHWAY DIVISION

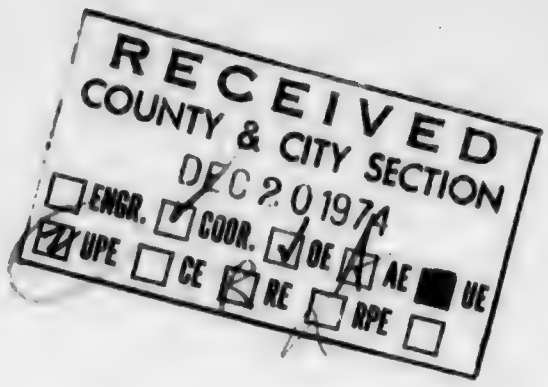
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE December 20, 1974

TO Mr. A. E. Johnson
Deputy State Highway Engineer

FROM L. W. Rulien
Project Management Engineer



SUBJECT Main Street-Hawthorne Street
City of Forest Grove

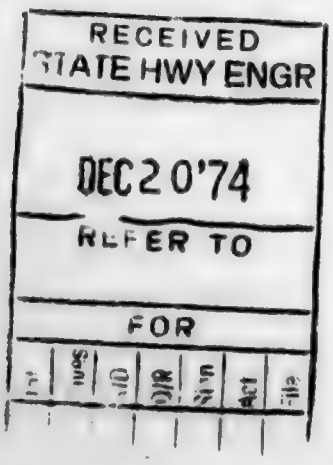
The apparent low bid on job #8, Main Street-Hawthorne Street, City of Forest Grove, at the December 19, 1974 letting, was $40,400 and the engineer's estimate was $24,050.

Our Traffic Engineer has reviewed his estimate and although he believed we may be low, he cannot justify an estimate above $31,000. Since this is a TOPICS job and there is no money to finance a $40,000 project, and since the job can be scaled down, it is recommended that we reject the bids, scale down the job, and readvertise.

LWR:ljt

cc: E. S. Hunter
L. E. George
H. S. Cox

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 12-20-74



Orig. Rulien
cc: Keahey
Hunter
Johnson
Bell
George
Cox
Smith
Dilts

COST ANALYSIS

Jobs Bid - December 19, 1974

JOB	%	REMARKS
#8. Main St.-Hawthorne St. Forest Grove	+67.98	This is a Traffic Signal Modification project and the Traffic Section is submitting a separate report. See letter attached.

Clifford E. Layton
Cost Estimator

COPY in CCN H-2

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
H. S. Coulter
R. L. Schroeder
L. W. Rulien
C. T. Keasey
J. H. Versteeg
D. E. Swan
J. Bond
V. Boyd
E. L. Johnsen
Cost Analysis

RECEIVED
STATE HWY ENGR
DEC 20 '74
REFER TO
FOR
Inf | Mes | V/O | D/R | Sig | Act | File

DEPARTMENT OF TRANSPORTAT

LETTER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE December 19, 1974

TO L. W. Rulien
Project Management Engineer

FROM L. E. George
Traffic Engineer

SUBJECT Traffic Signal Project
Main St. - Hawthorne St. (Forest Grove) Section
Tualatin Valley Hwy. - Washington County

After reviewing the bids submitted on this project and reviewing our estimate, we find that with allowances made for added labor and material costs we can justify a contract estimate of $31,000 which is 23 percent under the lowest bid.

The project could be reduced in scope to fit the available TOPICS funds and be re-advertised.

WRZ:rj

cc: C. E. Layton

U. S. DEPARTMENT OF TRANSPORTAT... FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

12-18-74

FEDERAL AID PROJECT NO.: I-5011(5)

STATE PROJECT NO.: MAIN ST. – HAWTHORNE ST.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

COUNTY NAME: WASHINGTON

ITEM NO.: T-88

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

YEN
DEC 19 '74
-R O
Hunter
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
NOVEMBER 26, 1974	NOVEMBER 26, 1974	PRIMARY ROUTE 32	PRIMARY ROUTE 29

GENERAL LOCATION:

CITY OF FOREST GROVE

GENERAL DESCRIPTION OF WORK:

UPGRADE TRAFFIC CONTROL SIGNALS AT NINE INTERSECTIONS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [ ] OTHER (Specify)

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S NOVEMBER 25, 1974 LETTER OF REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

Copies Sent 12-20-74

RECEIVED
DEC 19 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER
NOTED
R. E. SWAN

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-18-74	Verna U. Wyatt	DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

3/16/71

Forest Grove T

11-27-74

CC: Traffic
Construction
Road Design
Region 2

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Salvage of Existing Materials
TOPICS Federal Aid Project No. T-5011(5)
Project Name: Main Street-Hawthorne Street Section

Gentlemen:

Regarding the salvage of the existing traffic control signal equipment and hardware and any other items being replaced as a part of subject project, we hereby indicate our desire by checking one of the following squares and agree to the condition thereof:

☐ We do not wish to salvage any materials and these items will become the property of the contractor upon removal.

☑ We do wish to have these materials salvaged* and request that the contractor be directed to stockpile these items at Lights Power Shop - 1524 "B" St. We agree that any items that have value for re-use will be retained for use on public streets within the City OR if any items are sold to others for re-use we agree to notify the State of such transaction so that the subject Federal Aid project may be credited in the amount received.

Signed at Forest Grove, Oregon, this 27th day of November, 1974.

RECEIVED
COUNTY & CITY SECTION
NOV 29 1974
☑ ENGR. ☑ COOR. ☑ DE ☒ AE ■ UE
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

CITY OF FOREST GROVE

By Daniel F. Durig

Title City Manager

By Edward H Cain

Title Mayor

* If the cost of the original installation was shared by State and City, the salvage shall be shared on the same basis.

3/16/71

(1)

CC: Right-of-way
Construction
Road Design
Region 2

OREGON STATE HIGHWAY DIVISION
State Highway Building
Salem, Oregon 97310 11-12-74

Attn: County and City Section

SUBJECT: Federal Aid Project No. T-5011(5)

Project Name Tualatin Valley Highway:
Main Street-Hawthorne Street Section

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

☑ Additional right-of-way will not be required for this project.

☑ There has been no displacement of persons from residences, farms, or businesses; or

☐ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure. (Under Oregon State Highway Division control)

Signed at Forest Grove, Oregon,

this 12th day of November, 1974.

City of Forest Grove

Eldon W Cain
Mayor

[signature]
Recorder

RECEIVED
COUNTY & CITY SECTION
NOV 15 1974
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ■ UE
☑ UPE ☐ CE ☒ RE ☑ RPE ☐

R/W File No. _____

U. S. DEPARTMENT OF TRANSPORTATI

FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

FE AL AID PROJECT NO.
I-5011(5)

STATE PROJECT NO.
MAIN ST. - HAWTHORNE ST. Sec

ITEM NO.
T-88

COUNTY NAME
WASHINGTON

PROGRAM STAGE (Check)
1. [ ] 2. [X]

TO:
MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
SEP 18 '74
REFER TO
Engle cc Rulien
FOR
Info | Approves | Ord | Dir | Sig | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
SEPTEMBER 16, 1974

FEDERAL ROUTE NUMBER
PRIMARY ROUTE 52

GENERAL LOCATION:
FOREST GROVE

STATE ROUTE NUMBER
TUALATIN VALLEY HIGHWAY ROUTE 29

GENERAL DESCRIPTION OF WORK:
AS REQUESTED IN MR. RULIEN'S SEPTEMBER 6, 1974 LETTER YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [X] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] OTHER (Specify)
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
LOCATION/DESIGN APPROVAL FOR THE SUBJECT TOPICS PROJECT IS HEREBY GRANTED AS REQUESTED IN THE ABOVE MENTIONED LETTER.

RECEIVED
SEP 19 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE
9-16-74

SIGNATURE OF APPROVING OFFICIAL
Elmer V. Ulgent

TITLE
Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8120

September 6, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Location/Design Approval
Main St.-Hawthorne St. (Forest Grove) Sec.
Project No. T-5011(5)
Washington County

We hereby request your approval of the location/design as set forth hereinafter and in the enclosed study report for the subject project.

Location/Design:

a. The location is the corridor of the existing (1) Pacific Avenue (FAP 32 westbound) at the intersections of Hawthorne St., Elm St., Cedar St., Council St. and Main St.; (2) 19th Avenue (FAP 32 eastbound) at the intersections of Main St., Cedar St., Elm St. and Hawthorne St. in the City of Forest Grove.

b. The design consists of upgrading the existing traffic control signals, at the preceding named intersections, by adding new signal heads, replacing existing red signal heads with 12-inch lens, replacing pedestrian signals where needed to provide uniformity, replacing obsolete controllers, replacing interconnect wires where needed and installing traffic control signs as needed.

More complete location/design details are contained in the enclosed study report, which consists of the following documents:

1 copy - Study Report (County-City Unit memo of August 27, 1974).
1 copy - City of Forest Grove "TOPICS Project Request" dated February 28, 1974.

The Highway Division and local officials, having considered all the data as well as the social, economic and environmental effects, have concluded that the location/design as set forth hereinabove is suitable for the project.

A public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

The proposed project is exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements dated April 28, 1970, and October 16, 1970, respectively.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

The Negative Declaration for the subject project received FHWA concurrence on August 5, 1974.

We further request your authorization to proceed with the PS & E phase of the preliminary engineering for final plan preparation as programmed for the subject Project T-5011(5).

Enc.

JG:dg

bc F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Verstoog
H. S. Cox
D. E. Swan
B. L. Gifford

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date February 28, 1974

Name of City Forest Grove
Major Street Name Pacific Avenue and 19th Avenue
Section Name _____

Location of Project (Attach sketch map) Length _____
On Which System? Primary I XX Primary II _____ or Secondary _____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? _____ Date PLAN approved: _____; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? _____ (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? State
Explain All on FAP 32 (Tualatin Valley Highway)

General description of proposed project: See attached

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: See attached

2. Type: a. Traffic Control _____
   1. Pretimed _____
   2. Traffic-actuated
      (a.) Full traffic-actuated _____
      (b.) Semi-traffic-actuated _____
      (c.) Volume density-actuated _____
      (d.) Pedestrian actuated _____

   b. Flashing Beacon _____

Footnotes:

RECEIVED
COUNTY & CITY SECTION
MAR 13 1974
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

T-1-69
(rev. 12-70)

c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two _____
   b. Three _____
   c. Multiple _____

4. Is interconnection for coordination necessary? _____ Remarks: _____
   If so, by cable or leased telephone line? _____

5. Type of Suspension:
   a. Mast Arm _____
   b. Span Wire _____
   c. Signal Bridge _____

6. Paint Color Desired: Match existing

7. Present Signalization: See attached

8. Other Remarks: _____

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: _____

Not Applicable

2. Type:
   a. Mercury Vapor _____
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II _____
   c. III _____
   d. IV _____
   e. V _____

Footnotes:

4. Luminaire Wattage:
   a. 175 _____
   b. 250 _____
   c. 400 _____
   d. 700 _____
   e. 1000 _____

5. Luminaire Spacing: _____

6. Maintained Intensity: _____

7. Uniformity Ratio: _____

8. Proposed Mounting Height:
   a. 30 ft. _____
   b. 40 ft. _____
   c. 45 ft. _____
   d. 50 ft. _____

9. Pole Type:
   a. Wood _____
   b. Steel _____
   c. Aluminum _____

10. Operating Voltage:
    a. 120 _____
    b. 240 _____
    c. 480 _____
    d. Series _____

11. Type of Wiring:
    a. Overhead _____
    b. Underground _____

12. Present Illumination: _____

Footnotes:

Not Applicable

III. CHANNELIZATION OR WIDENING DATA:

1. Location: _____

2. Desired Work: _____

3. Typical Cross Section: _____

4. Curbs? _____ If so, a. Type Desired: (Standard, monolithic, rolled, or special) _____
   b. Exposure _____ inches
   c. Width between curbs _____ ft.
   d. Desired curb radius _____ ft.

5. Surfacing: A.C._____ P.C.C. _____ Oil _____ Other _____

6. Present Typical Cross Section and Surfacing: _____

7. Traffic Control Signing:
   a. By City at City Expense?_____
   b. By State at City Expense?_____
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   a. By City at City Expense?_____
   b. By State at City Expense? _____
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length _____ft.
   b. Width _____ft.
   c. Type _____
   d. Location: _____

Footnotes:

IV. STRUCTURE DATA:

Not Applicable

1. Location: _____

2. Desired Work: _____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____

7. Is a particular type of structure and design desired? _____
Explain: _____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____
Width _____ ft.
d. Shoulders: Type _____
Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____
(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 66 ft.
   a. Maximum: 66 ft.
   b. Minimum: 66 ft.

2. Will additional right-of-way be needed? No Explain: _____

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: _____

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: _____

8. Are utilities on existing right-of-way by? Permit _____ or Franchise _____ (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner _____, and dates between which water can be turned off:
   From _____ To _____ Location: _____

10. Are there any railroad crossings? No Location: _____

Footnotes:

a. Name of Railroad _____

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____
_____
_____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____
(1.) Does City wish State to prepare P.U.C. hearing data? _____
(2.) Will P.U.C. application be made by? State _____
City _____
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____
_____
_____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 22,000
(Federal + State + City)
2. Estimated Cost of Requested Project $ 22,000 (see footnote)
3. Date Match Money is Available: July 1, 1974
4. Will there be any 100% City money? No
(Non-participation items)
5. Maximum Amount of 100% City Money: $ --

Footnotes: Improvements to be limited to available funds.

VII. GENERAL INFORMATION

1. **Areawide TOPICS Plan Status:** Completed

2. **Existing Conditions Necessitating This Proposed TOPICS Project:**

The project covers the main thoroughfares of the City. All major north-south streets cross Pacific and 19th Avenue which are the only east-west through streets in the City. Because of traffic volume the project area was signalized about 1957. Since then the City population has almost doubled (5151 to 9120) with a significant increase in traffic. Last year (1973) forty-six percent of the City's 110 traffic accidents occurred in the project area. Deterioration of the existing signal system, failures of the electric controls, additional signing and obsolescence make an upgrading of the system necessary.

3. **This Project Would Accomplish the Following:**

1. Increase vehicle and pedestrian safety.
2. Provide a more dependable signal system.
3. Decrease frequency of emergency repairs.
4. Provide for the increasing traffic load.

This application is not complete unless a sketch map showing the location of the project is attached.

The Forest Grove City Council on the 11th day of March, 19 74, adopted Resolution No. 743 or Ordinance No. _____, as the case may be, requesting this TOPICS project.

By _____
City Manager

By _____
Director of Public Works

T-1-69
(rev. 12-70)

Attachment to TOPICS PROJECT REQUEST

General description of proposed project.

The project that is proposed is an upgrading of existing signals along 19th and Pacific Avenues between Hawthorne and Main Streets which include:

19th Avenue & Main Street	(TOPICS Plan)
19th Avenue & Cedar Street	
19th Avenue & Elm Street	
19th Avenue & Hawthorne Street	
Pacific Avenue & Hawthorne Street	
Pacific Avenue & Elm Street	(TOPICS Plan)
Pacific Avenue & Cedar Street	(TOPICS Plan)
Pacific Avenue & Council Street	(TOPICS Plan)
Pacific Avenue & Main Street	(TOPICS Plan)

The upgrading should include:

1. Add some new signal heads.
2. Replace existing red signals with 12" heads.
3. Replace obsolete pedestrian signals where necessary.
4. Replace obsolete control equipment.
5. Rewire as needed.
6. Installation of signs where needed.

Present signalization

There are nine existing signalized intersections within the project area. These were installed about 1957.

The signals are all pretimed by individual controls with one master syncronizing control at 19th and Cedar. Cables connect all signals to the syncronizing controller.

The vehicle signals are one way, three section span wire mounted between steel poles. The pedestrian signals are two way, two section bracket mounted on steel poles.

There are two heads, one on each lane, for east - west traffic on Pacific and 19th Avenues. All north south cross streets have one head each direction.

RECEIVED
COUNTY & CITY SECTION
MAR 13 1974
☐ ENGR. ☐ CONSR. ☐ CE ☐ AE ☐ DE
☐ DPE ☐ OE ☐ RE ☐ RPE ☐

PROPOSED TOPICS PROJECT

8120.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 24, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Main Street-Hawthorne Street
City of Forest Grove
Washington County
TOPICS Project T-5011 (5)

This negative declaration precedes our request for location-design approval of the subject Federal-aid TOPICS project.

LOCATION AND DESCRIPTION OF PROJECT — The project is located in the city of Forest Grove, Washington County, Oregon, along 19th Avenue and Pacific Avenue (Tualatin Valley Highway, FAP 32) between Hawthorne and Main Streets at the following intersections:

19th Avenue and Main Street
19th Avenue and Cedar Street
19th Avenue and Elm Street
19th Avenue and Hawthorne Street
Pacific Avenue and Hawthorne Street
Pacific Avenue and Elm Street
Pacific Avenue and Cedar Street
Pacific Avenue and Council Street
Pacific Avenue and Main Street

The proposed project is an upgrading of existing signals at the listed intersections. The upgrading will include addition of new signal heads; replacement of existing

red signals with 12" heads; replacement of obsolete pedestrian signals where necessary; replacement of obsolete control equipment; rewiring as needed and installation of signs where needed. Estimated cost of the project is $22,000.

PURPOSE OF PROJECT — The purpose of the project is to increase vehicle and pedestrian safety and reduce the need for emergency maintenance by providing a more dependable signal system. The existing system was installed in 1957.

EXISTING ENVIRONMENTAL SETTING — Forest Grove is a small town a few miles west of the suburban Portland area. The population of Forest Grove has doubled in the last 15 years to the present 9,620. Tualatin Valley Highway (FAP 32) passes through Forest Grove on Pacific Avenue and 19th Avenue, which form a one-way couplet in the central business district. Westbound Pacific Avenue passes by Pacific University and is the main commercial street. Eastbound 19th Avenue passes through a mixed commercial and warehouse district. All major north-south streets cross Pacific Avenue and 19th Avenue, which are the only east-west through streets in the city.

Average daily traffic along each leg of the couplet is approximately 8,000: an increase of 2,000 over the last 5 years. A by-pass is being contructed to the south of the city, which will reduce through traffic by approximately 1,700 vehicles daily on each leg. However, growth in the area is expected to produce an ADT of 10,300 on each leg of the couplet by 1994.

In 1973, forty-six percent of the 110 traffic accidents in Forest Grove occurred either at the listed intersections or on the street segments approaching them. Twenty-two of these involved cars traveling on the Pacific Avenue-19th Avenue couplet and resulted in twelve injuries. Data are not available to determine what percent of these accidents are linked to intersection traffic patterns or are attributable to the inadequacy of the existing signals. The accident rate is expected to remain high after the installation of new equipment because of the high volumes of traffic that use this couplet.

DISCUSSION OF ENVIRONMENTAL IMPACTS — The proposed project is expected to have no impacts other than increased safety and reduction of time spent on emergency repairs to the existing signal system.

Under Federal Highway Administration Instructional Memorandum 50-1-70, paragraph 2(a), and by agreement with the state, this project is of a type that is exempt from the State Clearinghouse review. Therefore, a Notice of Intent will not

be furnished the State Clearinghouse or the local Council of Governments for the O.M.B. A-95 review process.

BASIS FOR NEGATIVE DECLARATION: It is the conclusion of the Oregon State Highway Division that this proposal does not constitute a "major action" as defined in Policy and Procedure Memorandum 90-1, Appendix F, paragraghs 2 through 4, since no right-of-way will be required; there will be no change in traffic patterns; there will be no effects on existing or planned land use; and there will be no significant adverse effects on social and natural environments.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur _____ Date AUG 5 1974
for Division Engineer

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. W. Rulien
C. O. Fredrickson

be furnished the State Clearinghouse or the local Council of Governments for the O.M.B. A-95 review process.

BASIS FOR NEGATIVE DECLARATION — It is the conclusion of the Oregon State Highway Division that this proposal does not constitute a "major action" as defined in Policy and Procedure Memorandum 90-1, Appendix F, paragraghs 2 through 4, since no right-of-way will be required; there will be no change in traffic patterns; there will be no effects on existing or planned land use; and there will be no significant adverse effects on social and natural environments.

Your concurrence is respectfully requested.

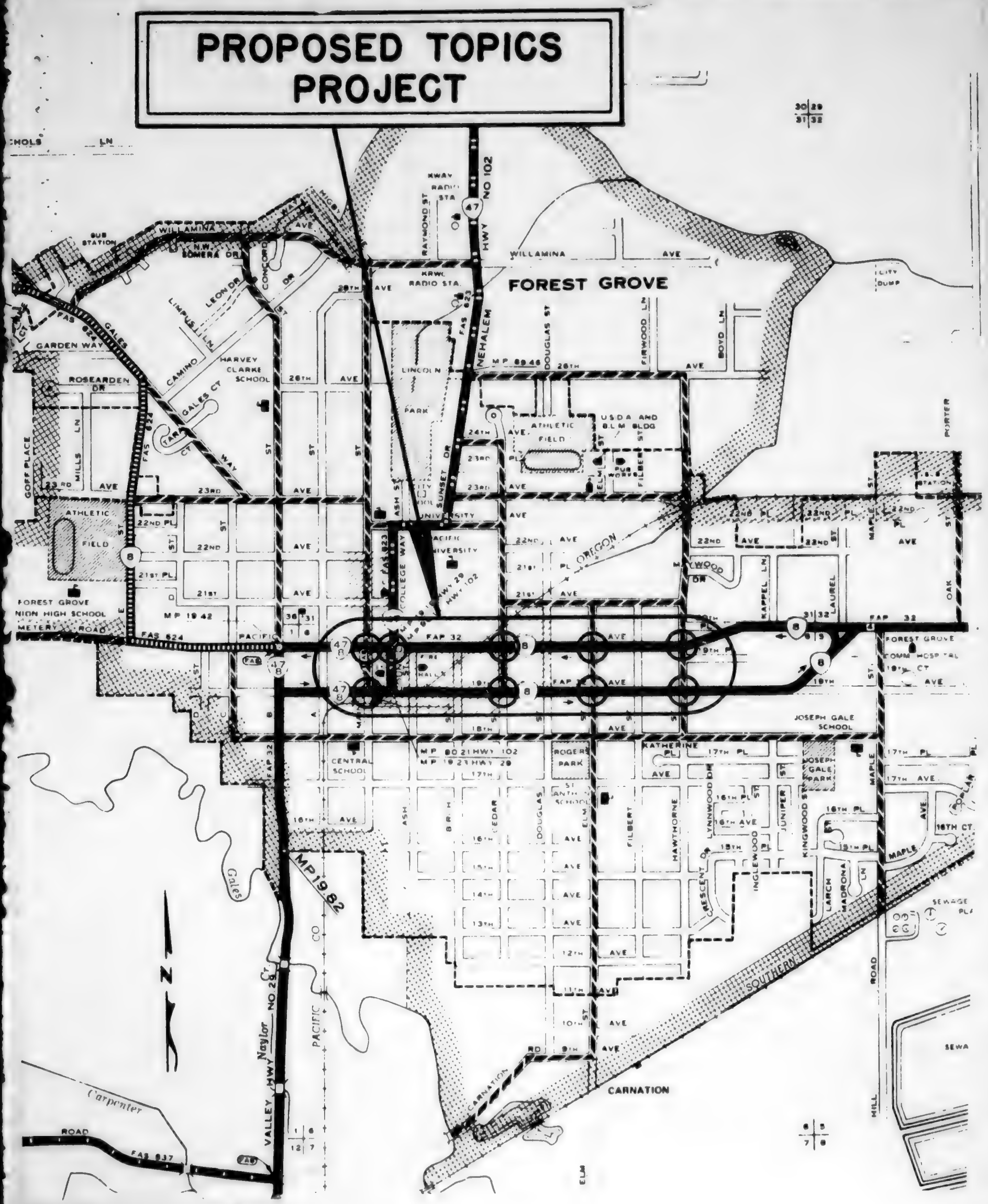
Endorsement to Oregon State Highway Division

Concur Henry W. Cruse
for Division Engineer

Date AUG 5 1974

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. W. Rulien
C. O. Fredrickson

PROPOSED TOPICS PROJECT



8120

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
5-84		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Washington
	May 10, 1974	PROJECT NO.
		T-5011(5)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 8 Couplet, Main St. to Hawthorne St. (Forest Grove)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING — Field Work	5-1-74	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 78.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,000	$ 750

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. F. Smith
for G. L. Green (Division Engineer)

Date executed by Division Engineer May 10, 1974

Form PR-2 (Rev. 9-73)

Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. T-5011(5)

MAIN STREET-HAWTHORNE STREET (FOREST GROVE) SECTION

ON THE TUALATIN VALLEY HWY. IN WASHINGTON COUNTY

Salem, Oregon, May 6, 1974

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering

All Required	$1,000.00
Total	$1,000.00

Length of Project - - - 0.0 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E. (Field Work)	$ 1,000.00	$ 750.00	$ 125.00	$ 125.00
Retain in Program				
P.E. (PS&E Preparation)	1,000.00	750.00	125.00	125.00
Contract Work	20,000.00	15,600.00	2,200.00	2,200.00
Total	$22,000.00	$17,100.00	$2,450.00	$2,450.00

Prefix: 34-0612

Group 1 - 100%

TRANSACTION NUMBER 5-28

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-1-74

BY (Signature): L. W. RULIEN'S APRIL 25, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 88 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
88	T-5011(5)	0.0	22,000	17,100	MAIN STREET - HAWTHORNE STREET (FOREST GROVE) WASHINGTON COUNTY STATE OF OREGON	PRELIMINARY ENGINEERING, TRAFFIC SIGNALS.

5-1-74

RECEIVED
STATE HWY ENGR
MAY 2'74
REFER TO
Rel. Ltr.
FOR
Info | Aves | R/D | D/R | Sign | Act | File

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN DESIGN APPROVAL.

RECEIVED
MAY 2 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		5-1-74	G. L. GREEN, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM FH-48
(Rev. 8-71)

GPO 915.499

8120

April 25, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. T-5011(5)

We are submitting program data for one TOPICS project, Item No. 88, Project No. T-5011(5), "Main Street-Hawthorne Street (Forest Grove) Section", which we desire to have included in the Federal-aid TOPICS Highway Program.

The project program contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain design approval for the project.

We will request further authorization to proceed with preliminary engineering for PS & E preparation as soon as design approval is granted.

The project is exempt from State Clearinghouse and District 2 Clearinghouse review and comments under working agreements dated April 28, 1970 and October 16, 1970, respectively.

A public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

An environmental statement will be submitted in compliance with the requirements of PPM 90-1.

JG:bb
Enc.

Budget Bureau No. 41-R2067; Approval

MONTHLY TRANSACTION NO. 5-28

DATE SUBMITTED TO H.Q. MAY 1 1974

FORM PR-1 (REV. 4-61) 4-25-74

U.S. DEPART... BUREA...

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): SR 8 Couplet, Main to Hawthorne (Forest Grove)	ADT	PRESENT: 8,000*	FUTURE: 10,300	YEAR: 94	REGION: 10	STATE NAME: Oregon	STATE CODE: 41
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): P.E. & Traffic Signals	NATL. FOREST	FR ROUTE NO.	SUPV. AREA	DA CLASSIF.	DA AREA	EMERG. YR.: A-1	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S): T-	NUMBER: 5011	SEQ. NO.: (5)
CARD	CLASS OF FEDERAL FUNDS: TOPICS						COUNTY NAME: Washington			CODE: 067	
	NAME OF URBAN AREA: Forest Grove						ROUTE NO.: p	FEDERAL-AID: 32	STATE: 29	U.S.: --	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(1448)	118	41	48	45 46	53		(54) (59)	(60) (66)	(67) (76)			
5	10			1	PE	3	SR 8 Couplet, Main St. to Hawthorne St. (Forest Grove)	0.0	2,000	1,500	250	250 (City)	P.E. a... Upgrad... traff... nals a...
5					ROW								
5	30			3	CONST (CODE) Y031	3	"Main St.-Hawthorne St. (Forest Grove) Sec."	0.0	20,000	15,600	2,200	2,200 (City)	ROW-66 Access Park. none.
							PROJECT TOTALS	0.0	22,000	17,100	2,450	2,450 (City)	

RECEIVED
COUNTY & CITY SECTION
MAY 2 1974
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

MAY 1 1974

FHWA OREGON DIVISION

REMARKS

*One-way each leg of couplet.
NOTE: Future ADT based on completion ... Valley Hwy. Forest Grove Bypass Secti...

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

5-28

MAY 1 1974

FORM PR-1 (REV. 4-61)

4-25-74

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 8 Couplet, Main to Hawthorne (Forest Grove)	ADT	8,000*	10,300	94	10	Oregon	41	077	88

TYPE OF WORK (35 typewriter spaces)	NATL. FOREST	FA ROUTE NO.	SUPV. AREA	CA CLASSIF.	CA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Signals						A-1		T-	5011	(5)		

COUNTY NAME	CODE	PROGRAM STAGE
Washington	067	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
p	32	29	--

TOPICS

Forest Grove

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE	3	SR 8 Couplet, Main St. to Hawthorne St. (Forest Grove)	0.0	2,000	1,500	250	250 (City)	P.E. all phases; Upgrade existing traffic control signals at 9 intersecs.
ROW								
CONST (CODE) Y031	3	"Main St.-Hawthorne St. (Forest Grove) Sec."	0.0	20,000	15,600	2,200	2,200 (City)	ROW-66' normal; Access control-none; Park. restrictions-none.
PROJECT TOTALS			0.0	22,000	17,100	2,450	2,450 (City)	

RECEIVED
COUNTY & CITY SECTION
MAY 2 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

APPROVAL DATES

MAY 1 1974

A OREGON DIVISION

REMARKS

*One-way each leg of couplet.
NOTE: Future ADT based on completion of Tualatin Valley Hwy. Forest Grove Bypass Section.

-OVER-

USCOMM DUSCOMM-DC 40005-P61

MAIN ST.-HAWTHORNE ST. (FOREST GROVE) SECTION
PROJECT NO. T-5011(5)

Existing Facilities: Traffic control signals at the following 9 intersections:

1. 19th Avenue and Main Street
2. 19th Avenue and Cedar Street
3. 19th Avenue and Elm Street
4. 19th Avenue and Hawthorne Street
5. Pacific Avenue and Hawthorne Street
6. Pacific Avenue and Elm Street
7. Pacific Avenue and Cedar Street
8. Pacific Avenue and Council Street
9. Pacific Avenue and Main Street

a. The signals at the 9 intersections are pretimed by individual controllers with cable connection to a master synchronizing controller at 19th Avenue and Cedar Street.
b. There are two signal heads for east-west traffic and one signal head for north-south traffic.
c. Pacific Avenue is one-way westbound and 19th Avenue is one-way eastbound. All other streets are two-way.
d. The vehicle signals are one way, three section span wire mounted between steel poles. The pedestrian signals are two way, two section bracket mounted on steel poles.

Project Data: The proposed project consists of the following:

1. All phases of preliminary engineering.
2. Upgrading the existing traffic control signals, at the preceding listed nine intersections, with the work consisting of the following:

a. Add new signal heads where needed, including 12" lens on all red signals.
b. Replace pedestrian signals where needed to provide uniformity.
c. Replace controllers and interconnect wires where needed.
d. Install traffic control signs where needed.

Additional Right-of-Way: None required.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

System Action, Railroads, Airports, Water Developments, Hi
and Recreational Areas: None involved.
NOTE: Kohlmeyer Airstrip (pvt.) lies northwesterly within
miles of the project. The runway is oriented such
the proposed work will not cause any conflict.

PPM 90-1 Requirements: Environmental statement will be su
in compliance with the requirements of PPM 90-1.

A-95 Review: Exempt from State Clearinghouse and District
inghouse review and comments under working agreements date
1970 and October 16, 1970, respectively.

Public Hearings: None required under provisions of paragr
PPM 20-8.

Maintenance of Traffic Operations Improvements: A city-st
agreement covering maintenance obligations will be prepare
with paragraph 9 of PPM 21-18.

Data for PR-37:

a. Preliminary Engineering

Field Work.	$1,000
PS & E Preparation.	1,000
Total	$2,000

b. 100% of project is on FA Primary System.

NOTE: The project is in Congressional District No. 1.

ST.-HAWTHORNE ST. (FOREST GROVE) SECTION
PROJECT NO. T-5011(5)

es: Traffic control signals at the following 9

ue and Main Street
ue and Cedar Street
ue and Elm Street
ue and Hawthorne Street
Avenue and Hawthorne Street
Avenue and Elm Street
venue and Cedar Street
venue and Council Street
Avenue and Main Street

ignals at the 9 intersections are pretimed by
vidual controllers with cable connection to a
r synchronizing controller at 19th Avenue and
Street.
are two signal heads for east-west traffic
ne signal head for north-south traffic.
fic Avenue is one-way westbound and 19th Avenue
e-way eastbound. All other streets are two-way.
vehicle signals are one way, three section span
mounted between steel poles. The pedestrian
ls are two way, two section bracket mounted on
l poles.

proposed project consists of the following:
es of preliminary engineering.
g the existing traffic control signals, at the
g listed nine intersections, with the work con-
of the following:

new signal heads where needed, including 12" lens
l red signals.
ace pedestrian signals where needed to provide
ormity.
ace controllers and interconnect wires where
ed.
all traffic control signs where needed.

of-Way: None required.

ance Payments: None
uired.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.
NOTE: Kohlmeyer Airstrip (pvt.) lies northwesterly within two miles of the project. The runway is oriented such that the proposed work will not cause any conflict.

PPM 90-1 Requirements: Environmental statement will be submitted in compliance with the requirements of PPM 90-1.

A-95 Review: Exempt from State Clearinghouse and District 2 Clearinghouse review and comments under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Maintenance of Traffic Operations Improvements: A city-state agreement covering maintenance obligations will be prepared to comply with paragraph 9 of PPM 21-18.

Data for PR-37:

a. Preliminary Engineering

Field Work.	$1,000
PS & E Preparation.	1,000
Total	$2,000

b. 100% of project is on FA Primary System.

NOTE: The project is in Congressional District No. 1.

April 22, 1974

City of Forest Grove
City Hall
Forest Grove, OR 97116

Attention: I. M. Burnett
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 2947

Gentlemen:

Attached for your records is a fully executed copy of a TOPICS Agreement to upgrade traffic control signals at nine intersections on the Pacific Avenue-19th Avenue Couplet of the Tualatin Valley Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc H. S. Cox (agree. att.)

TO: Mr. R. N. Chase
Project Management Section
B U I L D I N G

Date April 15, 1974

Re: TOPICS Project Programing

CITY: FOREST GROVE SECTION: Main St.-Hawthorne St., Tualatin Valley Hwy.

PROPOSED WORK: Traffic signal upgrading.

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	20,000	15,600	2,200	2,200	
P.E.	2,000	1,500	250	250	
FIELD 1,000	P.S.& E. Preparation	1,000			

EXISTING FACILITIES: All nine signals are pretimed by individual controllers with cable connection to a master syncronizing controller at 19th Avenue and Cedar Street.

There are two signal heads for east-west traffic and one signal head for north-south traffic.

Pacific Avenue is one-way westbound and 19th Avenue is one-way eastbound. All other streets are two-way.

PROJECT DATA:

Add new signal heads where needed, including 12" lens on all red signals.

Replace pedestrian signals where needed to provide uniformity.

Replace controllers and interconnect wires as needed.

Install traffic control signs.

NEGATIVE DECLARATION: Will be prepared as a separate item.
PROJECT NO.: T-5011(-) (5
ADDITIONAL RIGHT-OF-WAY: None
SYSTEM ACTION: None
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None
ROUTE DATA: T.V. Hwy. is FAP 32
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 3 2 CLEARINGHOUSE APPROVAL: Exempt per W.A. dated Oct. 15, 1970.
HEARING: None required
ACCESS CONTROL: None
PARKING RESTRICTIONS: None

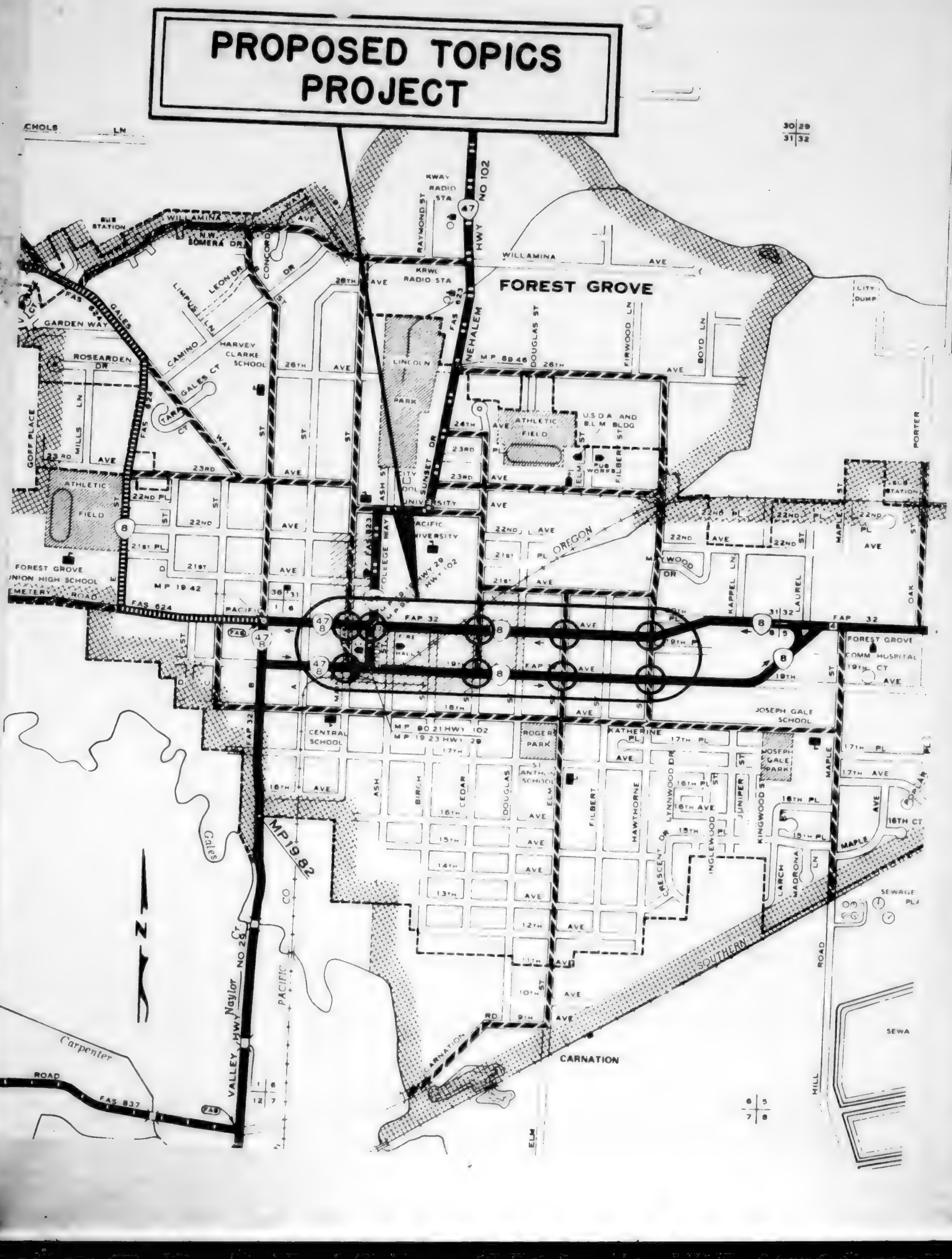
ADT: 1971 - 5,200 to 7,800
1991 - From John Hanks

RECEIVED
APR 16 1974
PROJECT MANAGEMENT SECTION

Gary E. Zehner
Gary E. Zehner
Urban Program Engineer
County & City Unit

NOTED
R. N. CHASE

PROPOSED TOPICS PROJECT



T

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Main Street-Hawthorne Street (Forest Grove) Date April 2, 1974

Highway Tualatin Valley Authorization No. 1

County Washington Survey Prefix 34-0612 (Assigned by Salem office)

Description of termini, route, length, etc.:

RECEIVED
COUNTY & CITY SECTION
AUG 12 1974
☐ ENGR. ☑ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☐ CE ☑ RE ☑ RPE ☐

TOPICS

Purpose of survey: Prepare plans, estimate, and specifications for traffic signal upgrading.

Estimate of cost:

Final Design	(905)	$150.00
Traffic	(911)	800.00
Specifications	(921)	250.00

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $.....

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by:

.....XXXXXXXXX
Traffic Office Engineer

Recommended for Approval:

.....XXXXXXXXX
Traffic Control Engineer

Recommended for Approval:

.....XXXXXXXXX
Traffic Engineer

Approved:

.....
Assistant State Highway Engineer

SP*2004-734

March 20, 1974

file with Sec of State

TO Oregon Transportation Commission

SIGNED BY
E. B. KLABOE

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Proposed TOPICS Projects

There will be before you at the March 27 meeting requests from eight cities for approval of TOPICS project applications.

Coos Bay's project involves traffic signal replacement at four intersections on the Oregon Coast Highway. The total project cost is estimated to be $64,000, of which the State and City will each pay approximately $10,000.

Forest Grove's project consists of upgrading traffic signals at nine intersections on the Tualatin Valley Highway (Pacific Avenue-19th Avenue Couplet). The total project cost is estimated to be $22,000, of which the State and City will each pay approximately $2,500.

Gladstone's project consists of the installation of a traffic control signal on the Pacific Highway East (McLoughlin Blvd.) at Gloucester Street. The total project cost is estimated to be $30,000, of which the State and City will each pay approximately $3,500.

The Grants Pass project consists of the installation of traffic control signals at two intersections on the Redwood Highway (S.E. 7th Street at S. E. "L" Street and N.E. 9th Street at N.E. "F" Street). The total project cost is estimated to be $39,000, of which the State and City will each pay approximately $4,500.

Lake Oswego's project is for the installation of traffic control signals on the Oswego Highway (State Street) at Foothills Road. The total project cost is estimated to be $24,000, of which the State and City will each pay approximately $3,500.

Lebanon's project involves the modifications of an existing traffic control signal on the Santiam Highway at Milton Street.

The total project cost is estimated to be $20,000, of which the State and City will each pay approximately $5,000.

Newberg's project consists of upgrading traffic control signs on a citywide basis and the realignment of the intersection of Illinois and Main Streets (Yamhill-Newberg Highway). The total project cost is estimated to be $13,000, of which the State and City will each pay approximately $1,500.

Roseburg's project involves the modification of existing traffic control signals on the Oakland-Shady Highway (Stephens Street) at Diamond Lake Boulevard. The total project cost is estimated to be $20,000, of which the State and City will each pay approximately $2,000.

These projects have been investigated and are eligible for funding under the Federal Aid TOPICS program.

I recommend your approval and request authority to sign project agreements for and on your behalf.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. E. George
L. W. Rulien
V. E. Skoog
J. H. Versteeg
Victor D. Wolfe
H. S. Cox
E. L. Hardt
C. O. Fredrickson
A. Shirley
W. E. Schwartz
Gary Sund
R. E. Whipps

RB:ljt cm

SUMMARY, TOPICS FUNDS
Fiscal Years 1970, 1971, 1972 & 1973 Projects

CITY	SECTION	PROJECT ESTIMATE	FEDERAL SHARE	STATE SHARE
COOS BAY	Curtis Avenue-Johnson Avenue, Oregon Coast Highway	$ 64,000	$ 34,000	$10,000
FOREST GROVE	Main Street-Hawthorne Street, Tualatin Valley Highway	22,000	17,000	2,500
GLADSTONE	Pacific Highway East @ Gloucester Street	30,000	23,000	3,500
GRANTS PASS	SE 7th Street @ SE "E" Street & NE 9th Street @ NE "F" Street	39,000	30,000	4,500
LAKE OSWEGO	Oswego Highway @ Foothills Road	24,000	17,000	3,500
LEBANON	Santiam Highway @ Milton Street	20,000	10,000	5,000
NEWBERG	Main Street @ Illinois Street	13,000	10,000	1,500
ROSEBURG	Oakland-Shady Hwy. @ Diamond	20,000	16,000	2,000
	TOTAL NEW PROJECTS	$232,000	$157,000	$32,500

SUMMARY BY FISCAL YEAR (FEDERAL FUNDS)	1970,71&72	1973	TOTAL
Allocated Funds (Federal)	$4,153,000	$870,000	$5,023,000
Approved Projects (corrected to date)	4,153,000	422,000	4,575,000
Balance	---	448,000	448,000
~~Proposed~~ Projects: 3/27/74	---	157,000	157,000
Unprogramed Balance	---	$291,000	$ 291,000

copy in minutes

74-c
3/18/74

CITY OF FOREST GROVE
PROPOSED TOPICS PROJECT

Main Street-Hawthorne Street (Forest Grove) Section, Tualatin Valley Highway (FAP 32).

Traffic signal upgrading, $22,000.

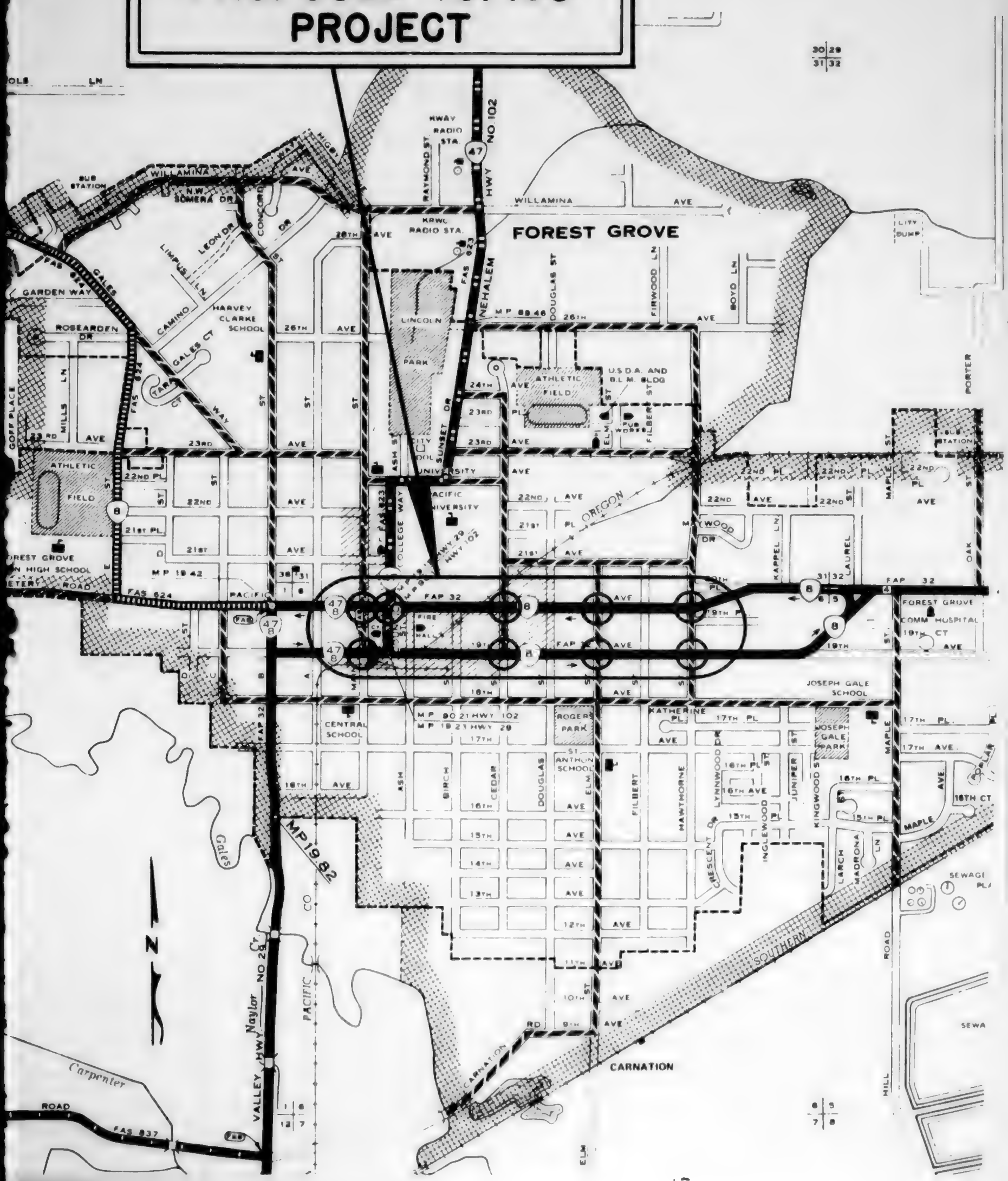
Upgrade existing traffic control signals at nine intersections on the Pacific Avenue-19th Avenue Couplet of the Tualatin Valley Highway.

A public hearing is not required.

This project is exempt from District 3 and State Clearinghouse review per working agreements dated October 15, 1970 and April 28, 1970 respectively.

74-c
3/18/74

PROPOSED TOPICS PROJECT



City of Forest Grove

1924 COUNCIL STREET
P.O. Box 326
FOREST GROVE, OREGON 97116

February 26, 1974

Richard Bladhorn, Urban Program Engineer
County and City Section
Oregon State Highway Division
State Highway Building
Salem, OR 97310

RECEIVED
COUNTY & CITY SECTION
FEB 27 1974
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Dear Mr. Bladhorn:

As a follow up of our meeting Friday, February 22, 1974 with you and Rich Kuehn ~~King~~, we would like to formalize our request for use of TOPICS funds to upgrade existing traffic signals on Pacific and 19th Avenues.

Those signals which we would like upgraded are:

Pacific	& Main	(TOPICS Plan)
19th	& Main	(TOPICS Plan)
Pacific	& Cedar	(TOPICS Plan)
19th	& Cedar	
Pacific	& Elm	(TOPICS Plan)
19th	& Elm	
Pacific	& Hawthorne	
19th	& Hawthorne	

As noted in the above list, four of the signals were included in the January 1972 TOPICS Plan. Conditions have changed since that original plan although no formal updating has been accomplished. For instance the intersection of 19th and Hawthorne has had ten accidents since September 1972, five of which were with injury.

We will continue work on a formal TOPICS PROJECT REQUEST to be submitted to you before March 13, 1974.

Your meeting with us to explain the TOPICS program to new City staff members who are working on the program but not experienced in its operation was very much appreciated.

Sincerely yours,

CITY OF FOREST GROVE

John D. Burdett

by: John D. Burdett
Director of Public Works

JDB:lst

MEMO TO FILES

February 25, 1974

Re: TOPICS
City of Forest Grove

After several futile attempts to come up with an acceptable TOPICS project to use their remaining funds, the City asked if it would be possible for me to attend a meeting with city officials to explain just what could be done under the TOPICS program. Since most of our phone and mail correspondence had dealt with traffic signals, I asked Rick Kuehn (Region 2 Traffic Engineer) to accompany me.

The weakness of phone and mail communication became immediately apparent as I brought out my copy of the Forest Grove Areawide TOPICS Plan. Of the seven city officials at the meeting only one had ever seen it. Both the City Manager and City Engineer thought that I had been referring to a preliminary study done by the consultant which contained only three proposed projects.

It might be noted that the City had a complete change of administration since the completion of the Areawide TOPICS Plan.

The City's supply of copies of the Areawide TOPICS Plan were found buried under a pile of odds and ends in a corner.

After going over the study it was decided that the best use of the City's remaining funds would be to upgrade traffic signals in the downtown area. A letter indicating this desire will be sent shortly, with the official project request to come after the first council meeting in March.

Richard Bladorn
Urban Program Engineer
County and City Unit

RB:ljt

cc: E. S. Hunter
L. H. Young
L. E. George
C. O. Fredrickson

RECEIVED
COUNTY & CITY SECTION
FEB 25 1974
ENGR. COOR. UE AE UE
UPE CE RE RPE

T

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

February 22, 1974

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

To City of: Albany, Newport, Astoria, Forest Grove, Woodburn, McMinnville, Newberg, Monmouth and Dallas

Gentlemen:

In the recent meeting in your city, that discussed the changes of the "1973 Federal Highway" and urban boundary redesignation, we possibly alluded to the availability of additional TOPICS funds. This is somewhat in error, and I take this opportunity to pass on to you the correct information for the TOPICS program (please refer to attached letter). OCT. 8, 1973

I'm sorry for the possible misinformation; and if the attached letter doesn't clear up the matter, please contact Richard Bladorn of our City-County Section.

Very truly yours,

C. O. Fredrickson
REGION ENGINEER

By

Dave Jones
COORDINATOR

DJ:db
Attach.
cc: City-County

RECEIVED
COUNTY & CITY SECTION
FEB 25 1974

January 30, 1974

Mr. Anthony Baldwin
City Manager
City Hall
Forest Grove, Oregon 97116

Re: TOPICS Fund Use Deadline

Dear Mr. Baldwin:

On October 9, 1973 a letter was sent to you in regard to a March 1, 1974 deadline for use of your remaining Federal Aid TOPICS funds. This letter is intended to again bring this deadline to your attention.

At the present time the City of Forest Grove has a remaining balance of approximately $17,000 of Federal funds. When matched with City and State funds, this amount would allow for a potential project of approximately $22,000.

Your earliest response as to your intended use or non-use of these funds would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt

bc: R. L. Schroeder
C. O. Fredrickson

ENGR. ASST. OE AE UE
UPE CE RE RPE

8122 Curtis Ave-Johnson Ave (Coos Bay) Sec. Oreg. Coast Hwy. (Traffic signal modification) 1975

CA 4942 1-19-79

TOPS

OREGON STATE HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

NO. 120546

FORM 81-734-1150

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10/14/76	cc 1633		6-0605-299

CODE: CØØSBAY

City of Coos Bay
Attn: Mr. Richard C. Kahanek
City Hall
Coos Bay, Oregon 97420

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: TOPICS Project T-5006(4) Curtis Avenue-Johnson Avenue City of Coos Bay			
Covered by agreement dated 4/18/74 Contract No. 8122			
City;s Advance Deposit		12,100.00	
Amount Previously transferred Advance to Hwy		10,100.00	$ 2,000.00
City's Cost per Attached Statement		12,969.29	
Amount Previously Transferred		10,100.00	2,869.29
Amount Due from City			$ 869.29

(Attach itemized statement to invoice)

RECEIVED
COUNTY & CITY SECTION
OCT 15 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☑ UPE ☒ CE ☒ RE ☒ RPE ☐

TOPS

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-68)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction):

Address invoice to: City of Coos Bay
City Hall
Coos Bay, Oregon 97420
Attention of Mr. Richard C. Kahanek
City Manager

Request No. (assigned by staff engineer or head of division) cc 1633
Date September 14, 1976
Payer's Order No. (if any)
Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: TOPICS Project T-5006(4)
Curtis Avenue-Johnson Avenue
City of Coos Bay

Covered by agreement dated 4/18/74
Contract No. 8122

Itemized Statement: CLR-DT-File No. T-5006-4

Advance Deposit $12,100

Quantity	Unit	Description	Unit Price	Amount
		City's Advance Deposit	$12,100.00	
		Amount Previously transferred	10,100.00	
				$2,000.00
		City's Cost per Attached Statement	$12,969.29	
		Amount Previously Transferred	10,100.00	
				2,869.29
		Amount Due From City		$ 869.29
		(attach itemized statement to invoice)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $12,100

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 10,100

Give the number of the last previous request in connection with this same service. cc 1502

Credit distribution: 6-0605-299

Submitted by: Gary E. Zehner
Gary E. Zehner, Urban Program Engr.

Approved: ☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE ☑ UPE ☐ CE ☐ RE ☐ RP ☐ Division Engineer

Approved:
G. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division

(MEMORANDUM) Final Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D. VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Building, Salem, Oregon 97310

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: T-5006(4) Coos BAY

VOUCHER PERIOD: FROM 4-30-74 TO 6-1-76

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$103,178.53	$98,784.95	78.19%	$77,239.95	$77,239.95	$ 0.00	

RECEIVED DIVISION OFFICE — BY — DATE

FIELD AUDIT MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE

REMARKS

Oregon

$0.00

V.E. Skoog
Controller

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Curtis Avenue-Johnson Avenue (Coos Bay)					
	Coos County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering		All Required		$4,134.32	
	Total Preliminary Engineering Cost				$4,134.32	
	Construction					
	Type Code Y031					
	Traffic Signals (Contr. No. 8122)					
	Final Contract Payment Summary Lump Sum				$86,046.03	
	Total Construction Cost				$86,046.03	
	Construction Engineering					
	State		All Required		$8,604.60	
	Total Participating Cost				$98,784.95	
	Non participating Items					
	Preliminary Engineering		All Required		3.10	
	Interest Paid to Contractor		All Required		49.88	
SF042	Permanent Striping		All Required		556.89	
	Construction Engineering		All Required		3783.71	
	Total Nonparticipating Cost				$4393.58	
			Total Cost		$103,178.53	
	Prepared based on costs shown on The Federal Billings as of 6-30-76					

AMOUNT CARRIED FORWARD...

N-DEPTH TRAFFIC ST	CONT NO		* FA PROJ NOS T	503001 100				
	004	0601	296	00				STATE
	004	0601	296	00 N 9			1.27CR	75
	004	0601	298	00 N 9		943.29CR	4,246.91CR	71
	004	0601	299	00 N 9			3,304.89	71
	004	0601	900	00 P 1		943.29	943.29	76
	004	0601	905	00 P 1			125.76	74
	004	0601	911	00 P 1			60.76	75
			TOT	00			5,004.95	71
			TOT	P1			1.27CR	
			TOT	N9			5,191.47	
			** JOB TOTALS **				1.27	
					**	**	5,191.47 **	
& N BEND AREA PLAN	CONT NO		* FA PROJ NOS					
	006	0603	296	00				STATE
	006	0603	296	00 N 9			16.76CR	75
	006	0603	299	00			8.38CR	75
	006	0603	299	00 N 9			16.76	75
			TOT	00			8.38	75
			** JOB TOTALS **					
					**	**	**	
E-JOHNSON AVE	CONT NO	8122	* FA PROJ NOS T	506004 100				
	006	0605	201	00 F 1				STATE
	006	0605	206	00 N 1			86,046.03	75
	006	0605	278	02 N 1			49.88	76
	006	0605	296	00 N 9			556.89	76
	006	0605	298	00 N 9		7.24	87,339.95CR	74
	006	0605	299	00 N 9		7.24CR	77,239.95	74
	006	0605	900	00 P 1			10,100.00	75
	006	0605	900	00 N 1			8,604.60	75
	006	0605	905	00 P 1			3,783.71	75
	006	0605	905	00 N 1			106.47	75
	006	0605	906	00 P 1			3.10	75
	006	0605	911	00 P 1			94.40	75
	006	0605	914	00 P 1			3,244.75	74
	006	0605	920	00 P 1			258.09	75
							14.18	75
OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG
	006	0605	921	00 P 1			383.05	75
	006	0605	923	00 P 1			33.38	74
			TOT	P1			98,784.95	
			TOT	N1			4,393.58	
			** JOB TOTALS **				103,178.53	
					**	**	**	

(MEMORANDUM) Final Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

P.O. VOUCHER NO.

VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 50-6) 6-1-76

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO (Insert official or depositary named in project agreement)

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Building, Salem, Oregon 97310

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: T-5006(4)

VOUCHER PERIOD: FROM 4-30-74 TO 6-1-76

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
$103,178.53	$98,784.95	78.19%	$77,239.95	$77,239.95	$ 0.00	

RECEIVED DIVISION OFFICE — BY — DATE

FIELD AUDIT MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE

REMARKS

Oregon

$0.00

V.E. Skoog
Controller

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

WARRANT NUMBER 45443 FISCAL YEAR

FORM 81-734-1020

TOTAL CONTRACT ITEMS — 86046.03

FORCE ACCOUNT — 2,202.30

INED ON CONTRACT ITEMS — 86046.03

TOTA — 2,202.30

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Curtis Avenue-Johnson Avenue (Coos Bay)					
	Coos County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering		All Required		$4,134.32	
	Total Preliminary Engineering Cost				$4,134.32	
	Construction					
	Type Code Y031					
	Traffic Signals (Contr. No. 6122)					
	Final Contract Payment Summary Lump Sum				$86,046.03	
	Total Construction Cost				$86,046.03	
	Construction Engineering					
	State		All Required		$8,604.60	
	Total Participating Cost				$98,784.95	
	Non participating Items					
	Preliminary Engineering		All Required		$3.10	
	Interest Paid to Contractor		All Required		49.88	
SF0?2	Permanent Striping		All Required		556.89	
	Construction Engineering		All Required		3783.71	
	Total Nonparticipating Cost				$4393.58	
			Total Cost		$103,178.53	

Prepared based on costs shown on
The Federal Billings as of 6-30-76

AMOUNT CARRIED FORWARD...

GPO 914-021

FORM PR-20A (6-71)

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

PAYEE

Hamilton Electric Inc.
232 W. 5th Ave.
P.O. Box 708
Eugene, OR 97401

VOUCHER DATE	TOTAL AMOUNT
4/7/76	$ 2,302.30

FISCAL YEAR

WARRANT NUMBER 45443

CONTRACT NO.	ESTIMATE NO.
8122	6F

PERIOD COVERED: to 12/10/75

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction.

For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.

APPROVED:

This final claim has been authorized in the above amount.

DESIGNATED AUTHORITY

(DEPUTY STATE HIGHWAY ENGINEER)

Comm. Agr. 4/6/76

CONTRACTOR'S CERTIFICATE

I, _____ certify that I am _____

_____ that I have knowledge of the within described and attached claim
(IF FIRM OR CORP., STATE CAPACITY)

that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

_____
(Signature)

FORM 81-734-1020X

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 31-736-1680

COUNTY: COOS
HIGHWAY: OREGON COAST
SECTION: CURTIS AVE-JOHNSON AVE (COOS BAY)
CONTRACT NO.: 8122
ESTIMATE NO.: 6
FEDERAL AID PROJECT NO.: F 5006004
PREPIN NO'S.:

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	1P TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	1850.0000	100.000	1850.00	1850.00	
002	1P TEMPORARY SIGNS	SQ FT	5.2700	103.800	547.03	547.03	
004	1P TRAFFIC SIGNAL INSTALL COMPLETE	LUMP SUM	83479.0000	100.000	83479.00	83479.00	
	PRICE AGREEMENT ITEMS						
30101	1P TYPE A PEDESTRIAN SIG	LUMP SUM	80.0000	100.000	86.00	86.00	
30201	1P FURN & INSTALL JUNCTION	LUMP SUM	84.0000	100.000	84.00	84.00	
		Type Code 1/031	"P" Constr. Cost $86,046.03		Total Cost $86,046.03		

GROSS RETAINAGE			
TREASURER DEPOSIT	2,000.00		
* NET RETAINAGE			
TOTAL CONTRACT ITEMS		86046.03	86046.03
- % RETAINED ON CONTRACT ITEMS		-	2,302.30
FORCE ACCOUNT			
TOTAL PAYMENTS		86,046.03	83,743.73

DATE: 04 08 76 PG. 01 8122
PREVIOUS VOUCHER NO.: 29989
CHECKED BY: JP:dk
ENGINEER OR AUDITOR: E. Ash

	2,302.30	2,302.30
86,046.03	83,743.73	2,302.30

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 828

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Coos	Oregon

DATE OF REPORT	REPORT MADE BY		PROJECT NO.
5/27/76	R. Schimelfenyg, Asst Area Engr		T-5006(4)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
12/10/75	4/2/76	94 %	280 CWD
APPROVED EXTENSIONS	**LOCATION**		
None	See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
NOTED
E. S. HUNTER
JUN 0 1 1976

CURTIS AVENUE-JOHNSON AVENUE (COOS BAY)
OREGON COAST HIGHWAY
Traffic Signal

The project consisted of replacing the traffic signals at four intersections along US-101 in the City of Coos Bay. T. P. Lowe, Area Engineer, recommended the project for acceptance in the final inspection conducted on Mar 24, 1976. The City of Coos Bay accepted the project and maintenance responsibility on April 16, 1976.

There were no unusual overruns or underruns. The Final Progress Estimate and Cost Report and the Statement of Overruns and Underruns is attached to the Division office copy of this report.

COPY SENT
JUN 01 1976
STATE

RECEIVED
STATE HWY ENGR
JUN 2 '76
REFER TO
FOR
Into | Inves | R/D | D/R | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE: Original signed by G. K. Hossner G. K. Hossner	
TITLE: Area Engineer	DATE: 5/28/76	TITLE: District Engineer	DATE: 6/1/76

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY 8122

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL CARDS — To be completed by Washington Headquarters Personnel (1–2, 3–4, 5–8, 9–12, 13–15, 16–18, 19–22, 23–24, 25–27, 28–30, 31–33)

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN / RURAL
Oregon	Coos	T 5006(4)	URBAN X ( ) RURAL ( )

CARD A

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED
	CONSTRUCTION TYPE CODES		Y031		August 1, 1975
20	FINAL CONSTRUCTION COST	DOL.	90,453		DATE COMPLETED December 10, 1975
21	LENGTH OF PROJECT	MILES	.7		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS 1,730	GROSS EARNINGS 24,234

CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	25,483	
	9	PETROLEUM PRODUCTS	GAL.	848	
	1	CEMENT	BBL.		
CARD C	2	AGGREGATES PURCHASED	TON.		
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.		
	4	LUMBER	THSD BD FT		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.	108	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	66	
	15	AGGREGATES PRODUCED	TON	162	
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.		
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	100	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

(48–52, 53–61, 62–70)

CULVERT ITEMS

	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR- 47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show **best estimate** of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. **Aggregates** produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 881-120

8122

45

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 15, 1976

Oregon State Treasurer
103 Capitol Building
Salem, Oregon 97310

Attention: Merle Crowe

Re: Hamilton Electric Inc.
Contracts: 8122, 8231 & 8312

Contract 8122 has been completed. The contractor, Hamilton Electric Inc., requests that Alabama Power Bond #B4795, $3,000, deposited in lieu of retainage on contract 8122, be transferred to contract 8312.

Contract 8231 is also complete. Hamilton Electric requests transfer of Alabama Power Bonds #4645, $1,000, and #6286, $1,000 to contract 8312 from contract 8231.

V. E. Skoog
Controller

By _____
Janice Peterson
Contract Payments Executive

JP/jm

cc: Hamilton Electric Inc.

bc: C.W. Head ✓ R. Church
J. Bond C. Barrett

RECEIVED
DEPARTMENT OF TRANSPORTATION

8122

13

April 9, 1976

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Ave.
Seattle, WA 98121

Gentlemen:

On April 5, 1976, we wrote to you concerning release of final payment on Contract No. 8122 awarded to Hamilton Electric, Inc. for work on the Curtis Avenue-Johnson Avenue Section in the City of Coos Bay of the Oregon Coast Highway in Coos County.

Final payment on this contract is $2,302.30 and the total contract amount is $86,046.03. No work was performed under force account.

Very truly yours,

C. W. Read
COMMISSION SERVICES

rw

cc: Hamilton Electric, Inc.
232 West 5th Ave.
PO Box 708
Eugene, OR 97401

Smith & Crakes
30 West 11th Ave.
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

NOTED
FRAN NEAVOLL

8122

FORM 81-734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

13

SECTION: Curtis Ave. Johnson Ave. (Coos Bay) Section		WEEK ENDING: December 13, 1975
HIGHWAY: Oregon Coast		SECTION PREFIX: 6-0605
		COUNTY: Coos
NAME OF JOB: Curtis Ave.-Johnson Ave. (Coos Bay)	KIND OF WORK: Traffic Signal Modification	
CONTRACTOR: Hamilton Electric, Inc.	CONTRACT NUMBER: 8122	FEDERAL AID PROJECT NUMBER: T-5006(4)
DATE OF CONTRACT: March 6, 1975	DATE WORK STARTED: August 1, 1975	ESTIMATED COMPLETION DATE: December 10, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 280	CALENDAR DAYS USED 262
PROJECT AUTHORIZATION: $ 106,004.67	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 93.6
EXCLUSIVE OF ENGINEERING: $ 96,746.62	ENGINEERING AUTHORIZATION $ 9,258.05	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 96,746.62	This week: 100.00 ENGINEERING COST TO DATE $ 7,100.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . . 0 %	PERCENT OF AUTHORIZATION . . . . . 77 %	DATE PROJECT WAS COMPLETED: December 10, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: Basket truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	7	Clear	1		
MONDAY	8	Clear	1		
TUESDAY	9	Fog	1		
WEDNESDAY	10	Overcast	1		
THURSDAY	11	Overcast	0		Project completed.
FRIDAY	12		0		
SATURDAY	13		0		

Routing

Keasey K Richards

Bond Glenn

Jackmond Berg

Harwood

Johnsen

Walker

RECEIVED
DEC 15 1975
CONSTRUCTION
SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 7	No work
MONDAY 8	No work.
TUESDAY 9	1 man painting poles and cabinets.
WEDNESDAY 10	1 man finished painting poles and appurtenances. Pulled construction signs. Project completed.
THURSDAY 11	No work.
FRIDAY 12	No work.
SATURDAY 13	No work.

REMARKS

Left turn sign at Elrod has two bullet holes through plastic- kn ocked out tubes.

Semi-final estimate submitted Dec. 12tn.

Final inspection date not set . Letter of acceptance from City will be requested after final inspection.

SIGNED Eugene H Bell LOCATION Coquille, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-68)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Coos Bay
City Hall
Coos Bay, Oregon 97420
Attention of Mr. Richard C. Kahanek, Manager

Request No. (assigned by staff engineer or head of division) CC 1502

Date July 23, 1975

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

TOPICS Project T-5006(4)
Curtis Avenue - Johnson Avenue Section
Oregon Coast Highway
City of Coos Bay

Advance Deposit $12,100.00

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of subject TOPICS project.		
		Contract No. 8122		$10,100.00
		Amount to be transferred		$ 2,000.00
		To be retained		

If payer has made payment for this service, indicate the amount of payment. $.....

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $12,100.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $.....

Give the number of the last previous request in connection with this same service. .....

Credit distribution:

6-0605-299

Submitted by:

Gary E. Zehner

Gary E. Zehner, Urban Program Engineer

Approved: .....
Division Engineer

RECEIVED
COUNTY & CITY SECTION
JUL 23 1975

Approved: ENGR. COOR. OE AE UE
UPE CE RE RPE
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division

8122

R

PRO 6-2

June 27, 1975

TO G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Project No. T-5006(4)
Curtis Avenue - Johnson Avenue (Coos Bay)

We are forwarding three copies of a revised project agreement estimate for the subject project to delete the permanent signing retained in program status. A State Force Order for this signing has been submitted in an amount of $100.00 and was coded non-participating, therefore no reimbursement will be requested. Deletion of this item from the program is necessary to release the federal funds for use on another topics project by modification of project agreement prior to June 30, 1975.

CL:vld

Enclosure

Oregon State Highway Division

Federal-aid Project
No. T-5006(4)

CURTIS AVE.-JOHNSON AVE. (COOS BAY)

OREGON COAST HIGHWAY IN COOS COUNTY

Salem, Oregon, June 27, 1975

Revised Project Agreement Estimate.

Type Code P.E. Preliminary Engineering			
Preliminary Engineering	All Required		$ 3,000.00
Type Code Y031 Traffic Signals			
Temporary Protection and Direction of Traffic	All Required		$ 1,850.00
Temporary Signs	170 sq.ft.	5.27	895.90
Flagmen	120 hours	14.63	1,755.60
Traffic Signal Installation, Complete	All Required		83,479.00
			$87,980.50
Additional Items			
Special Footings Sandy Soil (EWO)	All Required		$ 1,500.00
			$ 1,500.00
Subtotal			$89,480.50
Engineering			6,447.50
Engineering (Signal Controller Testing)			2,500.00
Total			$98,428.00

Length of Roadway _ _ _ _ _ _ _ _ 0.00 mile

SUMMARY OF FUNDS

Description	Total Funds	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 3,000.00	$ 2,344.00	$ 328.00	$ 328.00
Traffic Signals	98,428.00	76,921.00	10,753.50	10,753.50
Total	$101,428.00	$79,265.00	$11,081.50	$11,081.50

Group 1 - 100%

Contract No. 8122

Prefix: 6-0605

CURTIS AVE.-JOHNSON AVE. (COOS BAY)

FED. AID NO. T-5006(4)

Non-participating

Permanent Pavement Striping	All Required	$100.00
Permanent Signing	All Required	100.00
		$200.00

8122

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

R

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: May 14, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: H. E. Hamilton Electric, Inc.
Contract 8122

Bond Nos. 4645 & 6286 at $1,000.00 each for a total amount of $2,000.00 have been deposited in lieu of retainage on contract 8122. (Safekeeping Receipt 1562).

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

25-1307

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

May 13, 1975

E. E. Hamilton Electric Inc.
P. O. Box 708
Eugene, Oregon 97401

Gentlemen:

Enclosed please find Oregon State Treasury Department Safekeeping Receipt No. 1562, dated May 12, 1975, in the amount of $2,000.00 covering Alabama Power Co., First Mortgage Bond, due 11/1/2000.

We have credited State Highway Contract No. 8122.

This new receipt cancels Receipt No. 1304 and No. 1264.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde

Emily Rohde

Enclosure

cc: State Highway Division, Dick Hacek

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1562

SAFEKEEPING RECEIPT

Date May 12, 1975

Received for Account of H. E. Hamilton Electric Inc.

Address P. O. Box 708
Eugene, Oregon 97401

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Alabama Power Co., First Mortgage Bond	4645	1	1,000.00				$ 1,000.00
Due 11,1,2000 9%	6286	1	1,000.00				1,000.00
Reg. in name of Hamilton Electric Inc.							
							$ 2,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8122

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

Bruce A. Baldwin
State Treasurer

SPECIAL INSTRUCTIONS

8122

CON

OREGON STATE HIGHWAY DIVISION

Robert Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 12, 1975

Oregon State Treasury Department
Rm. 103 State Capitol Bldg.
Salem, OR 97310

Re: Hamilton Electric Inc.
Contracts 7983 & 8122

Attention: Emily Rohde

Please transfer Alabama Power Bond B4645 (Safekeeping Receipt 1264 - $1,000.00) and Bond 6286 (Safekeeping Receipt 1304 - $1,000.00) deposited in lieu of retainage on contract 7983 to contract 8122. Both contracts are with Hamilton Electric, Inc.

Vernon E. Skoog
Controller

by

R. J. Hacek
Accounting Systems Officer

JP:pl

cc: Hamilton Electric, Inc.

bc: J. Bond
C. W. Head
R. Church
C. Barrett

NOTED
C. W. HEAD

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
MONTHLY TRANSACTION NUMBER 3-79		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Coos
MODIFICATION NUMBER 1	9-21-75	PROJECT NUMBER I-5006(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 10, 19 74, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,500	$ 101,428
Federal funds	$ 1,150	$ 79,265
Other revisions		

This modification is made for the following reasons:

To include construction work contracted

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of March, 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. Tunte

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glen W. Gray
(Division Engineer)

for G. L. Green

Form PR-2A
(Rev. 9-74)

Existing stocks of Form PR-2A (Rev. 5-71) will be used.

Oregon State Highway Division

Federal-aid Project
No. T-5006(4)

CURTIS AVE.-JOHNSON AVE. (COOS BAY)

OREGON COAST HIGHWAY IN COOS COUNTY

Salem, Oregon, March 18, 1975

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required		$ 3,000.00

Type Code Y031
Traffic Signals

Temporary Protection and Direction of Traffic	All Required		$ 1,850.00
Temporary Signs	170 sq.ft.	5.27	895.90
Flagmen	120 hours	14.63	1,755.60
Traffic Signal Installation, Complete	All Required		83,479.00
			$87,980.50

Additional Items

Special Footings Sandy Soil (EWO)	All Required	$ 1,500.00
		$ 1,500.00
	Subtotal	$89,480.50
	Engineering	6,447.50
	Engineering (Signal Controller Testing)	2,500.00
	Total	$98,428.00

Length of Roadway _ _ _ _ _ _ _ _ _ 0.00 mile

Retained in Program Status

Permanent Signing (SF)	All Required	$ 500.00
	Subtotal	$ 500.00
	Engineering	50.00
	Total	$ 550.00

SUMMARY OF FUNDS

Description	Total Funds	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 3,000.00	$ 2,344.00	$ 328.00	$ 328.00
Traffic Signals	98,428.00	76,921.00	10,753.50	10,753.50
Subtotal	$101,428.00	$79,265.00	$11,081.50	$11,081.50
Retained in Program Status	550.00	429.00	60.50	60.50
Total	$101,978.00	$79,694.00	$11,142.00	$11,142.00

Group 1 - 100%

Contract No. 8122

Prefix: 6-0605

CURTIS AVE.-JOHNSON AVE. (COOS BAY)

FED. AID NO. T-5006(4)

Non-participating

Permanent Pavement Striping	All Required	$100.00

U. S. DEPARTMENT OF TRANSPORTAT — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-5-75

F' 'RAL AID PROJECT NO.
F-5006(4)

STATE PROJECT NO.
CURTIS AVE-JOHNSON AVE.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
T-89

COUNTY NAME
Coos

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

MR. F. B. KLAGGE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
FEB 7'75
REFER TO
FOR
Info | Ltrs | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
FEBRUARY 5, 1975	FEBRUARY 5, 1975	PRIMARY ROUTE 2	PRIMARY ROUTE 9

GENERAL LOCATION:

CITY OF COOS BAY

GENERAL DESCRIPTION OF WORK:

INSTALL TRAFFIC CONTROL SIGNALS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify)
SPECIAL FOOTINGS-SANDY SOIL $1,500

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

Title Sht

REMARKS

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH THE ABOVE ITEMS AS SHOWN IN YOUR ESTIMATE.

MR. RULIEN'S JANUARY 31, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
FEB 7 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-5-75	Henry G. Green	DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

D. E. SWAN

8122

330

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon
January 27, 1975

RECEIVED
JAN 30 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: MEMO TO FILE

SUBJECT: Meeting Regarding Bourne's Request for Detailed Cost Estimate Sherman-Sheridan One-Way Couplet FAU Project - North Bend

On January 8, 1975, Mr. Kipp Osborn, Regional Traffic Engineer, Mr. Alfred Shirley, Jr., Regional Engineer, and the writer met with Mr. Bill Bourne, Director of Public Works, North Bend, and Mr. Joe Schwarm, Director of Public Works, Coos Bay, for two reasons: First, we were going to advise North Bend that the cost estimate for the Sherman-Sheridan Couplet had increased to $410,000 and therefore we had concluded that the City would, in all likelihood, have no further interest in the project. Secondly, while in the area we were going to advise the City of Coos Bay that the cost estimate for their Curtis Street-Johnson Street TOPICS project had increased some $48,000 to a total of $108,000 and that the City had a balance of $30,000 available in TOPICS funds.

NOTED
E. S. HUNTER

On January 17, 1975, Mr. Don Harwell, City-County Unit, Mr. Osborn and the writer again met with Mr. Schwarm, Mr. Bourne and, in addition, Mr. Alfred Roth, City Manager, North Bend, was present. It was the intent to advise the City of North Bend that there were no longer any TOPICS funds available for the traffic signal project at Virginia and Broadway that was scheduled for bid opening February 27, 1975. It was our thought that the City would surely drop the couplet project, thus making available some $381,000 FAU funds for smaller projects. Thus, the Virginia-Broadway signal could be financed by such funds. The Coos Bay TOPICS project could not due to the FAP classification of US101.

Two misconceptions were evident: First, the City of North Bend had no intention to drop the couplet project and wanted detailed cost estimates immediately. Secondly, they got the impression that they had been asked to give Coos Bay their TOPICS funds ($32,000). This latter misunderstanding prompted a telephone call to Mr. Roth an hour after the meeting to insure his understanding that the funds had been recalled and were to be redistributed to several cities with regularly scheduled TOPICS projects which had increased in cost due to inflation.

The City asked the writer to return Tuesday, January 21, 1975, for a full Council meeting wherein the Council was acting as a committee. In preparation for this meeting, I determined that no new estimate had actually been prepared. A 1968 estimate had been updated by the Salem Location Section from $130,818 to $330,000 for construction, $50,000 for right of way (consulting engineer's estimate from the areawide

Sends Hunter for your info R

RECEIVED
JAN 29 1975
PROJECT MANAGEMENT SECTION

TOPICS study as presented by City in application), and $30,000 for a traffic signal, the total being $410,000, or $29,000 over available funds if 1974, 1975 and 1976 allocations were obligated. An estimate of the land value of our Maintenance Station site was made January 21, 1975, by our Regional Right-of-way Section. This amounted to $50,000. It was estimated that if we were to relocate a building, gas pumps, etc., would cost an additional $150,000. A new estimate of the construction cost was made by the Region office based on the 1968 quantities but adding 40% contingencies, move-in costs, direction and protection costs, etc., this came to $271,000.

Thus, the total is as shown below:

Grading and Paving	$271,000
Right-of-Way (exclusive of our Maintenance site)	50,000
Land Value of Maintenance Site	50,000
Buildings and pumps	150,000
TOTAL	$531,000

At the January 17, 1975, meeting, the City Manager stated he was considering replacing our Maintenance Station site "in kind".

The meeting Tuesday, January 21, 1975, was attended by the writer. The full Council, City Attorney, City Manager and Director of Public Works were in attendance.

The details of the previous two recent meetings were outlined by the Director of Public Works for the benefit of the Council. The new estimate, land values, building costs, etc., were presented to the Council. The Council was concerned over their promise to the local residents that along with the extension of Virginia (to four lanes), a signal would be installed at Broadway.

The City decided to cut the couplet project short (so that little or no damage would occur to our Maintenance Station) to save funds and pressed hard for some way to signalize Broadway and Virginia. I suggested that FAU funds might be used ahead of the couplet project, but that we would require a letter from Eastside and Coos Bay stating that this project rather than the couplet was their first priority. The Council was of the opinion Coos Bay would not write such a letter and might cancel the present couplet letter.

After much conversation, they asked what it would cost to construct the signal with State forces and if they paid the bill, would we do the work. I said $20,000 to $22,000, as a guess. They asked if I would pursue this and if it appeared feasible, they would write a letter so asking.

After the meeting, Mr. Shirley was contacted in Salem and on Thursday, January 23, 1975, he advised that if asked, we would seriously consider their request. The writer so advised Mr. Roth.

GLC/dt

cc: L. W. Rulien

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE January 22, 1975

TO L. W. Rulien
Project Management Engineer

John R Oakes

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Right of Way Status
TOPICS Project
Bid Opening February 20, 1975

I certify that to the best of my knowledge the following statement is correct with regard to the right-of-way for the subject project.

No additional right-of-way was required for the following project:

Curtis Ave. - Johnson Ave. (Coos Bay) T-5006(4)

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unit. These will be certified separately by the Utility Engineer.

JRO:ha
cc R.L. Schroeder
V.E. Skoog
James E. Chidsey
W.H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

RECEIVED
JAN 23 1975
PROJECT MANAGEMENT SECTION

COOS BAY TOWERS

FED. FUNDS RECEIPTS -

PROPOSED PROJECT -

COOS BAY TOWERS ASSOCIATION - $

FEDERAL FUNDS -

FED. FUNDS AVAILABLE - $0 500

FED. SHARE OF PROPOSED PROJECT - $

COOS BAY TOWERS FUNDS AVAILABLE -

FED FUNDS REQUIRED $ 52,100

$50,000

COOS BAY TOPICS

1-16-75
G.E.Z.

PREVIOUS PROJECTS –

TOPICS Plan T-5006(1)	=	$7,736
Wosson St. - 10th & Market T-5006(2)	=	2,507 PE
" " " " T-5006(3)	=	30,917 CONST
TOTAL	=	$41,150

PROPOSED PROJECT – Application Rec'd. Feb. 22, 1974 – $64,000 EST.

Curtis Ave. - Johnson Ave T-5006(4)	=	$108,000 CONST
" " " " " "	=	4,000 P.E
TOTAL	=	112,000
FED. SHARE 78%	=	87,400
STATE SHARE 11%	=	12,300
CITY SHARE 11%	=	12,300

COOS BAY TOPICS ALLOCATION	=	$75,749
PREVIOUS PROJECTS	=	41,150
FED. FUNDS AVAILABLE	=	$34,599

FED. SHARE OF PROPOSED PROJECT	=	$87,400
COOS BAY TOPICS FUNDS AVAILABLE	=	34,600
FED. FUNDS NEEDED	=	$52,800
		$53,000

PROPOSED TOPICS PROJECT

COOS BAY, OREGON

COOS COUNTY

1-16-75
602

North Bend Topics

Previous Projects — Fed Funds

TOPICS Plan T-5006(1) — $4,913
Newark St. - S City Limits T-5022(1) — 40,718

TOTAL — 45,631

TOTAL TOPICS ALLOCATION — $45,596

Proposed Project - Application Rec'd. May 16, 1974 — $40,000 Est.

Broadway @ Virginia T-5006(5) - $32,000 Fed. Funds

$32,000 request to Coos [illegible]
N. Bend - [illegible] $105 B - CB not eligible current proj
CB - N.B. request under $100,000 per year. $105

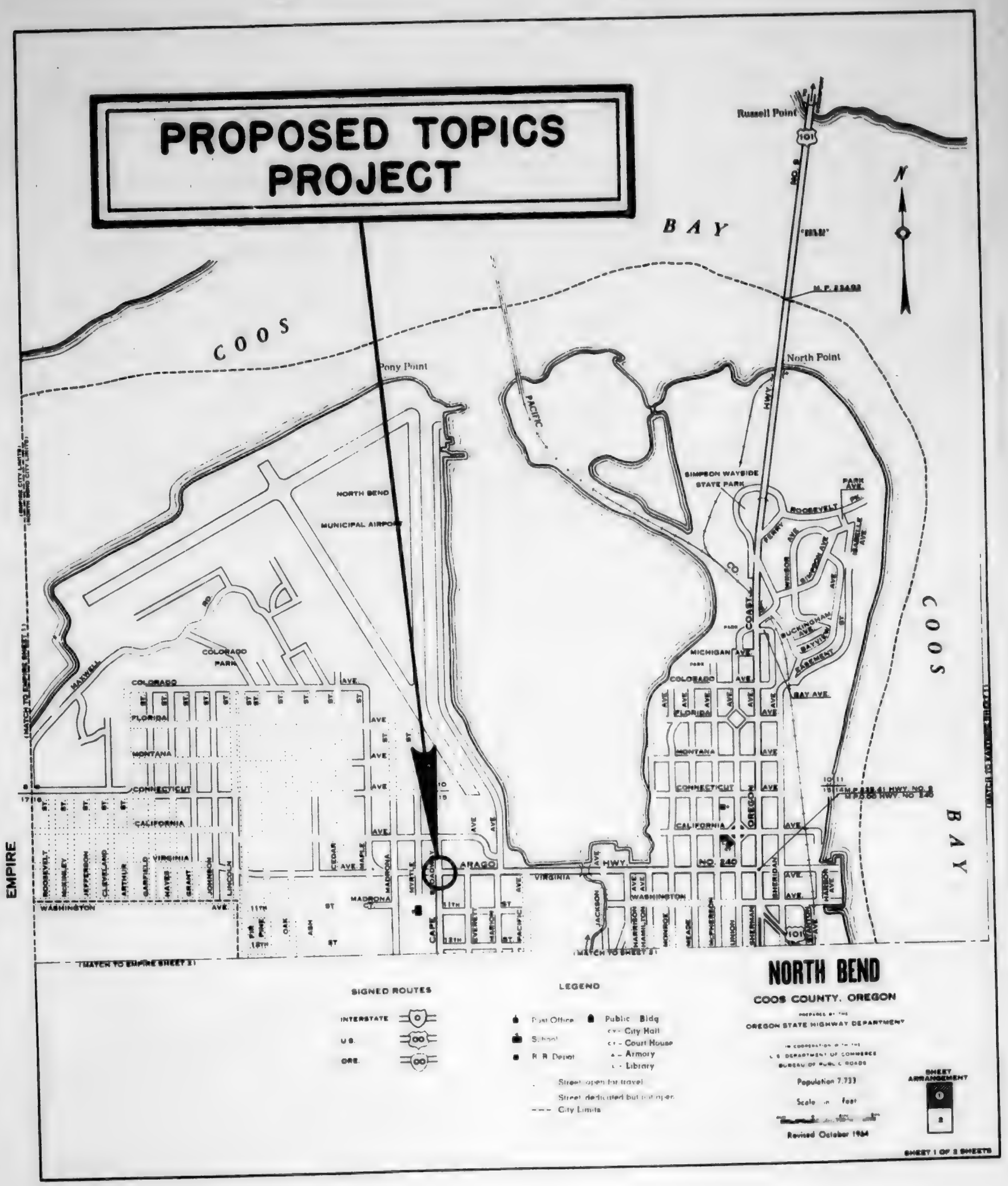
7 proj after March cut-off

Dallas N. Bend
6 7

N Bend T-5006(5) pave curb gutter pave one side 8.9-74 Jerry! Lisa Pat Jerry Lisa

N Bend meeting 21 ± , 7 —
24

PROPOSED TOPICS PROJECT



NORTH BEND

COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 7,733

Scale in Feet

Revised October 1964

SHEET ARRANGEMENT
1
2

SHEET 1 OF 2 SHEETS

SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

Post Office
School
R. R. Depot
Public Bldg
C.H. - City Hall
Ct. - Court House
A. - Armory
L. - Library
Street open for travel
Street dedicated but not open
City Limits

Dr. Toneen

Form 81-734-3049

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Dist. ... 12-12-Rel 15 Revised 1-14-75

GEZ

← Amounts shown are federal funds →

City	Used or Committed	Federal funds allocated	Topics Unused Allocations	Grade & D.	Under C.P.	Trial	Total Fed funds used.	Program Balance
Albany	93,377	*97,082.-	3,705	-	*93,377-	-	*93,377-	*3,705 -
Ashland	67,818	69,818 ✓	-	-	67,542.30	2,275.70	69,818.00	—
Astoria	54,093	56,948 -	2,855	-	3,800 -	50,292.66	54,092.66	2,855.34
Baker	50,326	50,326 ✓	-	-	46,734 -	5,118.92	51,852.92	(1,526.92)
Beaverton	61,503	94,673 -	33,170	-	—	61,503.10	61,503.10	33,169.90
Bend	72,473	72,473 ✓	-	-	51,343 -	30,744.79	82,087.79	(9,614.79)
Coos Bay	128,144	(+53,000) 75,719 -	-	18,75 -	1,150 -	41,418.00	91,018.00	(15,299.00)
Corvallis	182,814	182,814 ✓	-	-	111,634.61	70,119.39	182,814.00	—
Cottage Grove	3,158	13,359 -	10,201	-	-	3,158.39	3,158.39	10,200.61
Dallas	55,674	(+33,000) 22,674 -	-	91,000	-	1,514.85	88,514.85	(65,840.85)
Eugene	415,199	415,199 ✓	-	240 -	305,172 -	109,151.35	415,263.35	(64.35)
Forest Grove	32,788	39,788 ✓	-	16,537.76 PSC	750 -	22,700.24	37,788.00	—
Gladstone	62,434	+31,157 31,266 -	-	—	43,571.21	17,978.79	60,550 -	(29,268 -)
Grants Pass	70,033	70,033 ✓	-	29,650 -	38,103 -	6,619.59	74,352.59	(4,339.59)
Hermiston	8,829	48,202 -	39,373	-	-	8,828.79	8,828.79	39,373.21
Hillsboro	75,037	75,037 ✓	-	-	69,375.86	5,661.14	75,037.00	—
Klamath Falls	90,458	90,458 ✓	-	16,330 -	3,178 -	46,268.65	95,776.65	(5,318.65)
La Grande	21,084	53,562 -	32,478	-	2,540 -	18,543.93	21,083.93	32,478.07
Lake Oswego	75,142	75,242 ✓	-	19,920 - PSC	13,219 -	18,755.32	75,592.32	149.68
Lebanon	43,23	(+30,000) 36,235 -	-	1,750 -	750 -	27,779.86	43,279.86	(7,044.86)
McMinnville	21,887	52,169 -	-	-	21,005 -	851.92	21,886.92	30,282.08
Medford	249,711	+86,000 165,711 -	-	153,[illegible] -	21,852 -	72,808.72	248,587.72	(81,876.72)
Milwaukie	7,312	84,837 -	[illegible]	-	3,760 -	3,411.63	7,311.63	80,525.37
Monmouth	0	11,653 -	11,653	-	-	—	-	11,653 -
Newberg	14,479	14,479 ✓	—	9,[illegible]	780 -	3,[illegible]	14,179.00	—
	1,940,215	2,001,302 -	[illegible]	417,506.11	917,383.99	643,152.78	1,975,013.93	23,[illegible]

Dr. TODFIC

Form 6T-734-3049

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

City	Used or Committed	Federal Funds Allocated	Unused Allocation	Deducted	Under 6.9.	Billed	Total Fed. funds used	Program Balance
Newport	27,400	30,298 –	2,898	–	—	27,399.84	27,399.84	2,898.16
North Bend	45,576	45,576 –	–	31,560 –	–	45,629.61	76,889.61	(31,293.61
Ontario	34,588	34,588 –	–	—	29,323.30	5,264.70	34,588.00	—
Oregon City	64,575	+2,958 from Unused 47,617 –	–	—	28,000 –	21,002.31	49,002.31	(1,385.31
Pendleton	68,084	74,085 –	6,001	—	64,891 –	3,192.75	68,083.75	6,001.25
Portland	2,031,233	2,031,233 –	–	189,790 –	1,475,808 –	378,756.58	2,035,264.58	(4,031.58)
Roseburg	142,854	163,000 71,821 –	—	85,900 –	2,500 –	37,554.48	125,821.48	(45,967.48
St Helens	27,947	31,709 –	3,762	–	–	27,946.79	27,946.79	3,762.21
Salem	368,375	368,375 –	—	3,002 –	98,193 –	269,377.89	370,577.89	(2,202.89)
Springfield	108,096	141,939 –	33,843	–	–	108,095.83	108,095.83	33,843.17
The Dalles	61,093	61,093 –	—	54,693 –	1,400 –	—	61,093 –	—
Tigard	17,799	22,123 –	4,324	–	–	17,798.81	17,798.81	4,324.19
W. Linn	2,639	54,115 to Gladstone for City 36,754 –	—		–	2,638.92	2,638.92	34,115.08
Woodburn	39,678	+23,000 16,678 –	—	23,150 –	12,528.42	3,969.58	40,128.00	(23,450.00
	3,025,757	3,121,241 –	80,828	391,011 –	1,720,840.42	943,448.48	3,045,295.20	(23,353.20
	5,016,175	5,033,245 –	288,064	799,317.91	2,638,201.70	1,586,576.46	5,023,339.13	(74.13
		5,016,175	288,000	New Needs (March 1, 1974 rev. 1-13-75)				
		2,070	7,064					

Yaquina Creek Cable

CC: TRAFFIC
CONSTRUCTION
ROAD DESIGN
REGION 3

RECEIVED
COUNTY & CITY SECTION
JAN 2 1975
☐ ENGR ☐ COOR. ☐ OE ☐ AE ☒ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Salvage of Existing Materials
TOPICS Federal Aid Project No. T-5006(4)
Project Name: Curtis Ave.-Johnson Ave.
Oregon Coast Highway

Gentlemen:

Regarding the salvage of the existing traffic control signal equipment and hardware and any other items being replaced as a part of subject project, we hereby indicate our desire by checking one of the following squares and agree to the condition thereof:

☒ We do not wish to salvage any materials and these items will become the property of the contractor upon removal.

☐ We do wish to have these materials salvaged* and request that the contractor be directed to stockpile these items at _____.
We agree that any items that have value for re-use will be retained for use on public streets within the City OR if any items are sold to others for re-use we agree to notify the State of such transaction so that the subject Federal Aid project may be credited in the amount received.

Signed at Coos Bay, Oregon, this 31st day of December, 1974.

CITY OF COOS BAY

By D Kakenek

Title City Manager

By _____

Title _____

* If the cost of the original installation was shared by State and City, the salvage shall be shared on the same basis.

3/16/71

CC: R/W
CONSTRUCTION
ROAD DESIGN
REGION 3

OREGON STATE HIGHWAY DIVISION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

RECEIVED
COUNTY & CITY SECTION
JAN 9 1975
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

SUBJECT: Federal Aid Project No. T-5006(4)

Project Name Curtis Ave.-Johnson Ave.

Oregon Coast Highway

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

☒ Additional right-of-way will not be required for this project.

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☒ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Coos Bay, Oregon,

this 31 day of December, 1974.

City of Coos Bay

Robert Hale
Mayor

Robert A. Hale
Recorder

R/W File No. _____

U. S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-3-74

FE AL AID PROJECT NO.
I-5006(4)

STATE PROJECT NO.
CURTIS AVE - JOHNSON AVE.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
COOS

ITEM NO.
T-89

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
SALEM, OREGON

RECD ENGR
OCT 7 74
TO HUNTER

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
OCTOBER 3, 1974

FEDERAL ROUTE NUMBER
PRIMARY ROUTE #2

STATE ROUTE NUMBER
OREGON COAST HIGHWAY ROUTE 9

GENERAL LOCATION:
CITY OF COOS BAY

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [X] PREPARATION

- [ ] OTHER (Specify)

- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

BASED ON THE INFORMATION FURNISHED IN MR. RULIEN'S SEPTEMBER 27, 1974 LETTER WE HEREBY GRANT LOCATION/DESIGN APPROVAL FOR THE SUBJECT PROJECT. THIS APPROVAL INDICATES OUR CONCURRENCE THAT THIS PROJECT QUALIFIES FOR THE TIME-SAVING PROCEDURES ENUMERATED IN THE FEDERAL-AID HIGHWAY PROGRAM MANUAL.

NOTED
E. S. HUNTER

RECEIVED
OCT 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-3-74	G. L. Green	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

cy Cox T

FORM E-20 (REV. 6-69)
RECEIVED
COUNTY & CITY SECTION
FEB 22 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 21, 1974

To: H. S. Cox
County-City Engineer
S A L E M

SUBJECT: City of Coos Bay Application for a TOPICS Project
Oregon Coast Highway
Broadway

Attached is a multi-signal project to upgrade pedestrian and vehicle indications to current standards. Any additional weight on the existing spans will overload the existing poles. As a matter of fact, it is known that at the Curtis Avenue intersection at least one joint use wood pole is supporting the installation in the southeast quadrant.

There is a possible project for the future which would provide a 1st Street-Broadway one-way couplet. If this occurs, two signal heads and one span could be removed facing the present northbound traffic. This should not be a motive for disapproving this project.

The City was advised that in all likelihood none of the present installations could be reused and that they should consider all new installation at a cost of some $16,000 each intersection.

This is a worthwhile project and is covered in the Areawide TOPICS study. Region recommends approval of as many of the requested signals as funds will permit. Highest priority would be Curtis Avenue, 2nd - Johnson Avenue, 3rd - Elrod Avenue and finally Hall Avenue.

Glen L Clark

GLEN L. CLARK
Regional Traffic Engineer

GLC/jw
attach.
cc L. E. George
B. E. Brown

2/21/74 Approved Clifford Holstedt

2-25-74 Received

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

RECEIVED
COUNTY & CITY SECTION
FEB 22 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

TOPICS PROJECT REQUEST

Date February 19, 1974

Name of City Coos Bay

Major Street Name Broadway Avenue (US 101)

Section Name Coos Bay

Location of Project (Attach sketch map) Length Four individual intersections

On Which System? Primary I X Primary II _____ or Secondary _____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? Yes Date PLAN approved: ~~September 1973~~ 2-13-74; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? _____ (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes

Explain Broadway Avenue in this part of Coos Bay is part of the Oregon Coast Highway No. 9 (US 101)

General description of proposed project: Install pretimed, interconnected, span wire traffic signals at: Curtis Avenue; Elrod Avenue; Hall Avenue; and Johnson Avenue.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: See attached location map.

2. Type: a. Traffic Control each intersection
   1. Pretimed X
   2. Traffic-actuated
      (a.) Full traffic-actuated _____
      (b.) Semi-traffic-actuated _____
      (c.) Volume density-actuated _____
      (d.) Pedestrian actuated _____

   b. Flashing Beacon _____

Footnotes:

c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two X
   b. Three _____
   c. Multiple _____

4. Is interconnection for coordination necessary? Yes Remarks: Necessary to retain platooning on Broadway

   If so, by cable or leased telephone line? Telephone line

5. Type of Suspension:
   a. Mast Arm _____
   b. Span Wire X
   c. Signal Bridge _____

6. Paint Color Desired: Rodda Bottle Green

7. Present Signalization: Existing signals at each intersection

8. Other Remarks: _____

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: None

2. Type: a. Mercury Vapor _____
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II _____
   c. III _____
   d. IV _____
   e. V _____

Footnotes:

4. Luminaire Wattage:
   a. 175 _____
   b. 250 _____
   c. 400 _____
   d. 700 _____
   e. 1000 _____

5. Luminaire Spacing: _____

6. Maintained Intensity: _____

7. Uniformity Ratio: _____

8. Proposed Mounting Height:
   a. 30 ft. _____
   b. 40 ft. _____
   c. 45 ft. _____
   d. 50 ft. _____

9. Pole Type:
   a. Wood _____
   b. Steel _____
   c. Aluminum _____

10. Operating Voltage:
    a. 120 _____
    b. 240 _____
    c. 480 _____
    d. Series _____

11. Type of Wiring:
    a. Overhead _____
    b. Underground _____

12. Present Illumination: _____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: None required.

2. Desired Work: _____

3. Typical Cross Section: _____

4. Curbs? _____ If so, a. Type Desired: (Standard, monolithic, rolled, or special) _____
   b. Exposure _____ inches
   c. Width between curbs _____ ft.
   d. Desired curb radius _____ ft.

5. Surfacing: A.C._____ P.C.C. _____ Oil _____ Other _____

6. Present Typical Cross Section and Surfacing: _____

7. Traffic Control Signing:
   a. By City at City Expense?_____
   b. By State at City Expense?_____
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   a. By City at City Expense?_____
   b. By State at City Expense? _____
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length _____ft.
   b. Width _____ft.
   c. Type _____
   d. Location: _____

Footnotes:

IV. STRUCTURE DATA:

1. Location: None Required _____
_____
_____

2. Desired Work: _____
_____
_____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____
_____

7. Is a particular type of structure and design desired? _____
Explain: _____
_____
_____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____
Width _____ ft.
d. Shoulders: Type _____
Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

T-1-69
(rev. 12-70)

12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____
    _____

_____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 80 ft.
   a. Maximum: 80 ft.
   b. Minimum: 80 ft.

2. Will additional right-of-way be needed? no Explain: _____

3. Shall State prepare right-of-way descriptions? no

4. Is a public hearing necessary? no
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? no
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? no
   Explain: _____

7. Are there any utilities on private property by easements or other arrangements? no List owner, type, and location: _____

8. Are utilities on existing right-of-way by? Permit _____ or Franchise X (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? no Name of Owner _____, and dates between which water can be turned off:
   From _____ To _____ Location: _____

10. Are there any railroad crossings? no Location: _____

Footnotes:

T-1-69
(rev. 12-70)

a. Name of Railroad _____

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____

_____

_____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____

(1.) Does City wish State to prepare P.U.C. hearing data? _____

(2.) Will P.U.C. application be made by? State _____
City _____

(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____

_____

_____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 43,000
(Federal + State + City)

2. Estimated Cost of Requested Project $ 64,000

3. Date Match Money is Available: March 1, 1974

4. Will there be any 100% City money? _____
(Non-participation items)

5. Maximum Amount of 100% City Money: $ _____

Footnotes:

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: Complete ~~except for Coos County approval~~

2. Existing Conditions Necessitating This Proposed TOPICS Project:
See attached conditions requiring project report.

3. This Project Would Accomplish the Following: It is anticipated that increased safety will result from the replacement of the existing substandard traffic signals. Accidents involving motor vehicles are expected to decrease. Pedestrian crossing will also be safer.

This application is not complete unless a sketch map showing the location of the project is attached.

The Coos Bay City Council on the 20th day of February, 1974, adopted Resolution No. 74-14 or Ordinance No. _____, as the case may be, requesting this TOPICS project.

By Robert Wahl
Mayor

By Robert C. Stucke
Recorder

RECEIVED
COUNTY & CITY SECTION
FEB 26 1974
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

VII GENERAL INFORMATION

2. Existing Conditions Necessitating This Proposed TOPICS Project:

Broadway Avenue is a link in the Oregon Coast Highway, S.R. 9, (US 101), therefore is a part of the Federal Aid Primary Type I System (FAP-2) under the jurisdiction of the Oregon Highway Division. Curtis Avenue, Elrod Avenue, Hall Avenue and Johnson Avenue, are all under the jurisdiction of the City of Coos Bay and have been designated as Federal Aid Primary System Type III Roads in our Area Wide TOPICS Plan adopted September 1973.

Curtis, Elrod, Hall and Johnson Avenues all provide access to the Coos Bay downtown commercial and light industrial areas.

South Broadway, Curtis to Johnson, is one of the most critical highway areas needing traffic operational and safety improvements in the City of Coos Bay. The short and long-range alternatives for the highway arterial system through the Coos Bay Urban Area appears to indicate that the general routing for this portion of US 101, the interstate coast highway, will remain in its present location for some years to come even though the long-range alternatives will undoubtedly consider alternative routes. It is therefore, imperative, that a high priority be given to the needed traffic safety along this section of highway.

The 1972 Average Daily Traffic (ADT) Volumes along this section of highway exceeded 22,000 vehicles per day.

The existing traffic signals at the respective intersections of Curtis, Elrod, Hall and Johnson Avenues do not meet the standards prescribed by the Oregon Highway Division or the Federal Highway Administration. Single signal heads at these intersections control two lanes of traffic thus creating a very hazardous condition should a malfunction occur.

Resolution 74-14

WHEREAS, the federally funded Traffic Operations to Increase Capacity and Safety has been phased out, and

WHEREAS, the City of Coos Bay has available approximately $43,000 in unexpended TOPICS funds, and

WHEREAS, the intersections on South Broadway at Curtis, Elrod, Hall and Johnson have substandard traffic signals which do not meet the Federal Highway Standards and have contributed to certain accidents,

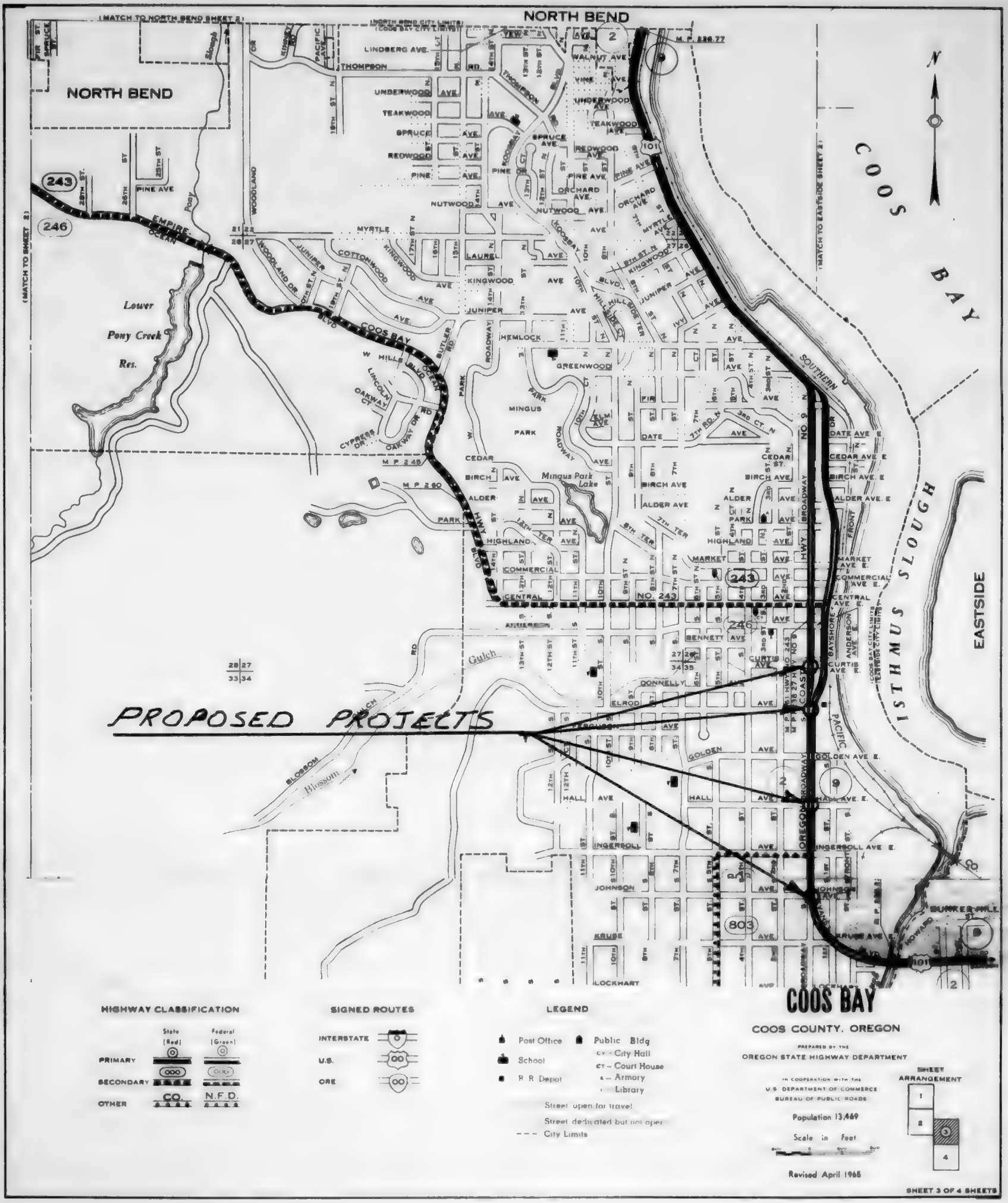
NOW, THEREFORE BE IT RESOLVED, that pretimed traffic signals be installed to replace the existing substandard signals utilizing the $43,000 remaining in the City of Coos Bay unexpended TOPICS funds.

The foregoing resolution was duly adopted by the City Council of the City of Coos Bay this 20th day of February, 1974, and approved by the Mayor on the 20th day of February, 1974.

Robert Hale
Mayor of the City of Coos Bay
Coos County, Oregon

ATTEST:

Robert A. Wheeler
Recorder of the City of Coos Bay
Coos County, Oregon


NORTH BEND
(MATCH TO NORTH BEND SHEET 2)
NORTH BEND CITY LIMITS
(COOS BAY CITY LIMITS)
NORTH BEND
LINDBERG AVE.
THOMPSON RD.
UNDERWOOD AVE
TEAKWOOD AVE
SPRUCE AVE
REDWOOD AVE
PINE AVE
NUTWOOD AVE
MYRTLE AVE
LAUREL AVE
KINGWOOD AVE
JUNIPER AVE
HEMLOCK AVE
GREENWOOD AVE
DATE AVE
CEDAR ST.
BIRCH AVE
ALDER AVE
HIGHLAND AVE
MARKET ST
COMMERCIAL ST
CENTRAL AVE
BENNETT AVE
CURTIS AVE
DONNELLY AVE
ELROD ST
GOLDEN AVE
HALL AVE
INGERSOLL AVE
JOHNSON AVE
KRUSE AVE
LOCKHART
243
246
101
803
2
9
M.P. 239.77
M.P. 245
M.P. 250
EMPIRE
COOS BAY
OCEAN BLVD
WOODLAND DR
BUTLER RD
PARK
BROADWAY
HWY
FRONT
SOUTHERN PACIFIC
Lower Pony Creek Res.
Pony
Mingus Park Lake
Gulch
Blossom
COOS BAY
ISTHMUS SLOUGH
EASTSIDE
N
PROPOSED PROJECTS
OREGON COAST HWY NO 9
OREGON COAST HWY NO 243
OREGON COAST HWY NO 2
BAYSHORE
ANDERSON AVE E.
BUNKER HILL
HOWARD
28 27
33 34
HIGHWAY CLASSIFICATION
State (Red)
Federal (Green)
PRIMARY
SECONDARY
OTHER
CO.
N.F.D.
SIGNED ROUTES
INTERSTATE
U.S.
ORE
LEGEND
Post Office
School
R. R. Depot
Public Bldg
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits
COOS BAY
COOS COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 13,469
Scale in Feet
0 500 1000
Revised April 1965
SHEET ARRANGEMENT
1
2
3
4
SHEET 3 OF 4 SHEETS

Rulien

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Joe Schwarm
Director of Public Works
City Hall
Coos Bay, OR 97420

September 17, 1974

Dear Mr. Schwarm:

This will acknowledge your recent telephone call to this office concerning the curb radius in the southeast quadrant of Broadway and Hall Street in Coos Bay.

We understand that you wish to have a 30-foot radius on the curb return as a part of the contract. As there will be no other curbing or paving involved in this contract, by a copy of this letter I am asking Mr. William Tison, Location Engineer, to add this work as an anticipated item for federal participation to be accomplished by State forces.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal Aid Engineer

GLC/dt

cc: L. W. Rulien
B. E. Brown
William Tison

NOTED
D. E. SWAN

RECEIVED
SEP 1 6 1974
PROJECT MANAGEMENT SECTION

Rulien
& T

Mr. Joe Schwarm
Director of Public Works
City Hall
Coos Bay, OR 97420

September 5, 1974

See 4/26/74 letter from City

Dear Mr. Schwarm:

You recently asked this office to consider increasing the curb radius in the southeast quadrant of the intersection of Broadway (US101) and Hall Street as a part of the TOPICS project to modernize four traffic signals in Coos Bay.

Enclosed is a sketch prepared by our Location Resident Engineer showing that a 35-foot radius is possible within the existing right-of-way, but would eliminate any sidewalk area for all practical purposes. If a sidewalk is mandatory, then a small parcel would have to be acquired.

As you know, any such acquisition would delay the project to satisfy the hearing requirements and, as this is the last of the TOPICS funded projects approved, might jeopardize the entire project.

Please advise us of the City's wishes in this matter so we may proceed with the collection of field data for this project.

RECEIVED
COUNTY & CITY SECTION
SEP 9 - 1974
☐ ENGR. ☑ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☐ CE ☑ RE ☑ RPE ☐

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

Glen

By GLEN L. CLARK
Regional Federal Aid Engineer

AS/GLC/dt
Enclosure
cc: L. W. Rulien
L. E. George
William Tison
B. Z. Brown

Ent/R

RECEIVED
SEP 9 1974
PROJECT ... ITEMS ... REGION

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

North Bend, Oregon
August 28, 1974

To: Alfred Shirley, Jr.
Regional Engineer
Roseburg, Oregon

SUBJECT: 35' Raduis Curb Return
Broadway & Hall
Coos Bay

Attention: Glen Clark

Enclosed herewith is a sketch showing the intersection of Broadway and Hall in the City of Coos Bay. You will note that to change the raduis to a 35 foot & rebuild the sidewalk will require approximately 45 square feet of additional right of way. This will ease the situation but it will not alleviate it.

W. A. Tison
Resident Engineer

WAT/jm

cc: file

ROSEBURG REGION
RECEIVED
AUG 29 1974
FILE D+T

8122

J

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 19, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

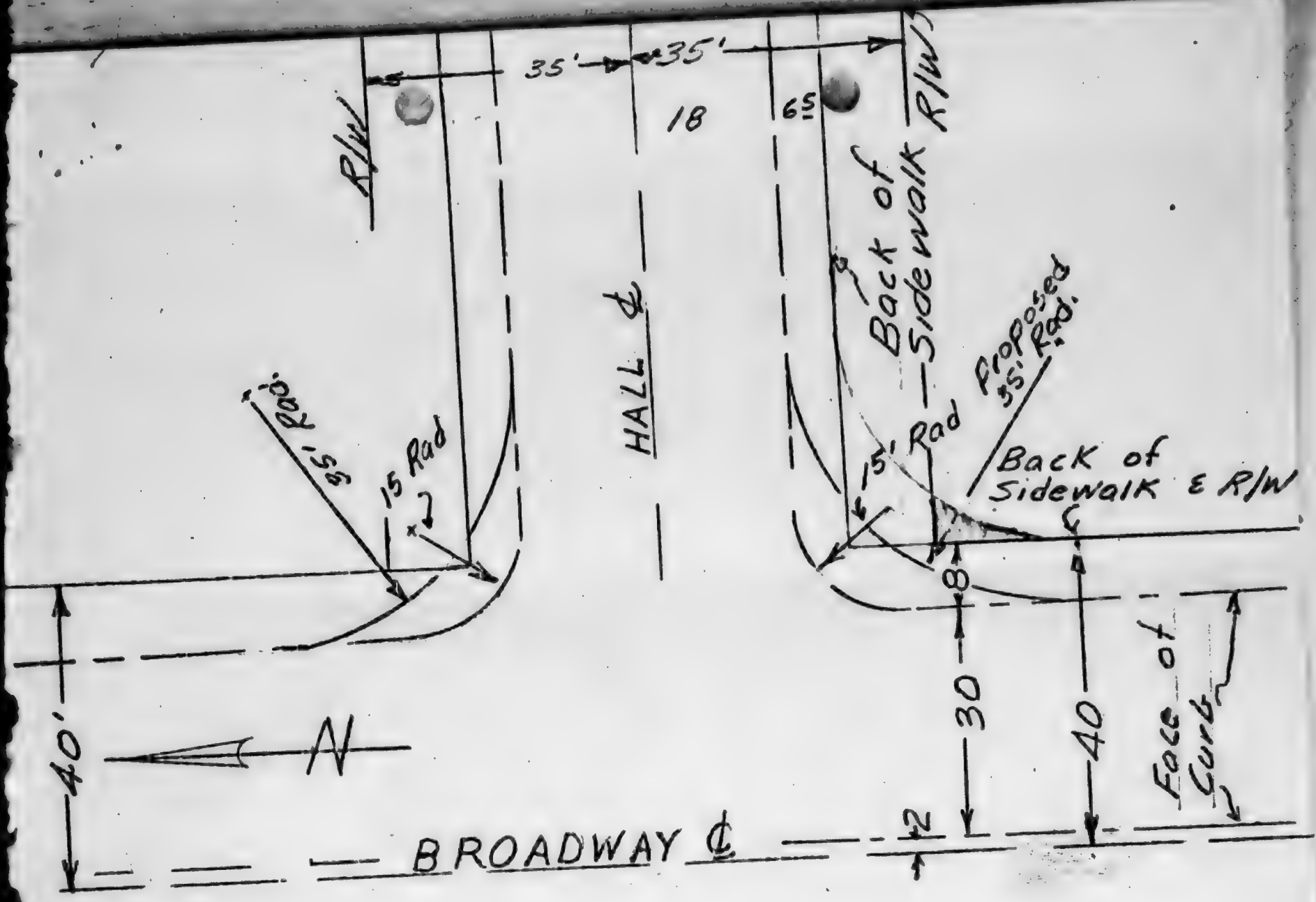
FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT TOPICS Project T-5006(4)
Oregon Coast Highway at
Curtis Avenue-Johnson Avenue Section
City of Coos Bay
Coos County, Oregon

This negative declaration is to accompany our request for location/design approval for the subject Federal-aid TOPICS project.

LOCATION AND DESCRIPTION OF PROJECT — This project is located on the Oregon Coast Highway (South Broadway) at its intersections with Curtis Avenue, Elrod Avenue, Hall Avenue and Johnson Avenue. The project consists of replacing the existing substandard signals with pre-timed span wire-mounted pedestrian and traffic control signals at each of the above listed intersections.

PURPOSE OF PROJECT — The existing pedestrian and traffic control signals do not conform to the standards outlined in the Federal Highway Administration's Manual on Uniform Traffic Control Devices. The present signal system contributes to major delays and an excessive number of accidents. The purpose of this project is to reduce accidents and to increase pedestrian and traffic safety.



INTERSECTION OF
BROADWAY &
HALL

Scale 1" = 20

DISCUSSION OF ENVIRONMENTAL IMPACTS

The replacement of the existing pedestrian and traffic signals will provide improved traffic operation and safety. No right-of-way is needed, and no land uses will be affected by the project.

This project is of a type that is exempt from A-95 review, in accordance with the Working Agreement with the State Clearinghouse.

BASIS FOR NEGATIVE DECLARATION

In view of the benefits of the work under consideration, this TOPICS project is judged to be in the best interest of the motoring public. It is the conclusion of the Oregon State Highway Division staff that this project does not consitute a "major action" as defined in Federal Highway Administration Policy and Procedure Memorandum 90-1, Appendix F, nor does it have the potential to significantly adversely affect the quality of the social and natural environments.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

CONCUR _____ DATE AUG 5 1974

Division Engineer

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. W. Rulien
Alfred Shirley
Gary Zehner

PROPOSED TOPICS PROJECT

COOS BAY, OREGON

COOS COUNTY

T

CITY OF COOS BAY

POST OFFICE BOX 1118
COOS BAY, OREGON 97420

June 5, 1974

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Bldg.
Room 405
Salem, Oregon 97310

Re: TOPICS Project T-5006(4)
Curtis Avenue-Johnson Avenue Section
Oregon Coast Highway

Dear Mr. Cox:

This negative declaration is to accompany our request for approval of a Federal Aid project on the Oregon Coast Highway (FAP System designated FAP2) from Curtis Avenue to Johnson Avenue.

LOCATION AND DESCRIPTION OF PROJECT This project is located on the Oregon Coast Highway (South Broadway) at its intersection with Curtis Avenue, Elrod Avenue, Hall Avenue and Johnson Avenue. The proposal consists of the installation of pre-timed span wire mounted pedestrian and traffic control signals at each of the above listed intersections. These signals will replace existing substandard signals.

PURPOSE OF PROJECT Records for 1971 show an accident rate of 10.97 accidents per million vehicle miles which is about twice the rate for all urban sections of the Oregon Coast Highway and over three times the accident rate for all of the State's Primary Highway systems. The existing pedestrian and traffic control signals do not conform to the standards outlined in the Manual on Uniform Traffic Control Devices which is reflected in this high accident frequency. The purpose of this project is to reduce accidents and to increase pedestrian and traffic safety.

DISCUSSION OF ENVIRONMENTAL IMPACTS The replacement of the existing pedestrian and traffic signals will provide increased traffic operation and safety. No right of way is needed and no land uses will be affected by the project.

RECEIVED
COUNTY & CITY SECTION
JUN 6 - 1974
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

BASIS FOR NEGATIVE DECLARATION It is the conclusion of the City of Coos Bay staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, paragraphs 2 through 4, nor does it have the potential to significantly affect the quality of social or natural environment.

Your concurrence is respectfully requested.

Very truly yours,

Joe A. Schwarm
Director of Public Works

JAS/ms

8122

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
5-83		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY
3	May 10, 1974	Coos
		PROJECT NO.
		F-5006(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101, Curtis Ave. to Johnson Ave. (Coos Bay)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING — Field Work	4-30-74	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS — Pro Rata 78.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,500	$ 1,150

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Kuntz

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. V. Smith
(Division Engineer)

for G. L. Green

Date executed by Division Engineer May 10, 1974

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid
Project No. T-5006(4)

CURTIS AVENUE-JOHNSON AVENUE (COOS BAY) SECTION

OF THE OREGON COAST HWY. IN COOS COUNTY

Salem, Oregon, May 3, 1974

Project Agreement Estimate.

Type Code P.E.		
Preliminary Engineering	All Required	$1,500.00
	Total	$1,500.00

Length of Project - - - - - - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E. (Field Work)	$ 1,500.00	$ 1,150.00	$ 175.00	$ 175.00
Retain in Program	1,500.00	1,150.00	175.00	175.00
P.E. (PS & E Prep.)	61,000.00	47,600.00	6,700.00	6,700.00
Contract Work				
Total	$64,000.00	$49,900.00	$7,050.00	$7,050.00

Prefix - 6-0605

Group - 1 = 100%

TRANSACTION NUMBER 5-21

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-30-74

BY (Signature): L. W. RULIEN'S APRIL 24, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 89 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
89	T-5006(4)	0.0	64,000	49,900	CURTIS AVENUE - JOHNSON AVENUE (COOS BAY) SECTION. COOS COUNTY-STATE OF OREGON.	PRELIMINARY ENGINEERING, INSTALL TRAFFIC CONTROL SIGNALS AT FOUR INTERSECTIONS.

4-30-74

RECEIVED
STATE HWY ENGR
MAY 2'74
REFER TO
FOR
Info | Ltr | Rpt | DIR | Ltr | - | File

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN DESIGN APPROVAL.

RECEIVED
MAY 2 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-30-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM FR-45
(Rev. 8-71)

GPO 915-490

H.S. Cox T

Joe A. Schwarm
Director of Public Works
City of Coos Bay
P. O. Box 1118
Coos Bay, OR 97420

April 29, 1974

Dear Mr. Schwarm:

This will acknowledge your letter of April 26, 1974 asking our consideration in adding a change in curb radius to the Topics Project involving a traffic signal at Broadway and Hall Street in Coos Bay.

This change will be incorporated into the plans and if any right of way is required, the City of Coos Bay will acquire such without cost to the State.

Very truly yours,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

AS/GLC/cw

cc H. S. Cox
L. E. George
B. E. Brown

RECEIVED
COUNTY & CITY SECTION
MAY 2 1974
☑ ENGR. ☑ COOR. ☑ OE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☑ RPE ☐

CITY OF COOS BAY

POST OFFICE BOX 1118
COOS BAY, OREGON 97420

April 26, 1974

Mr. Glen Clark
Division Traffic Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Saw 9/5/74 letter to Schwarm from Clark

Dear Glen:

For some number of years, we have experienced traffic congestion created by northbound trucks turning right off of Broadway onto Hall. The southeast curb return at this intersection has a 15 foot radius and Hall Avenue to the east is only 36 feet in width. With these two factors affecting the turning movement of large trucks onto Hall, we have found a holdup of traffic in the east lane on Broadway when westbound vehicles are waiting to enter the intersection. We have also noted that as the trucks negotiate this turn it is necessary for them to even use the parking area along the north side of Hall.

Since the traffic signals at Hall and Broadway will be replaced under our last TOPICS project, I request that these plans include changing the curb return and sidewalk at the southeast corner of this intersection to a thirty or thirty-five foot radius.

Thank you for your help in this matter.

Very truly yours,

Joe A. Schwarm

Joe A. Schwarm
Director of Public Works

cc: Bill Brown

8122

April 24, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. T-5006(4)

We are submitting program data for one TOPICS project, Item No. 89, Project No. T-5006(4), "Curtis Ave.-Johnson Ave. (Coos Bay) Section", which we desire to have included in the Federal-Aid TOPICS Highway Program.

The project program contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain design approval for the project.

We will request further authorization to proceed with preliminary engineering for PS & E preparation as soon as design approval is granted.

The project is exempt from State Clearinghouse and District 7 Clearinghouse review and comments under working agreements dated April 28, 1970 and July 27, 1971, respectively.

A public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

An environmental statement will be submitted in compliance with the requirements of PPM 90-1.

Enc.

JG:jb

Budget Bureau No. 41-R2067; Approval

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H. Q.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-24-74

U.S. DEPART... BUREA...

CARD 2 — REPORT NUMBER: 1 (1-10) (200) 21

PROJECT LOCATION (45 typewriter spaces): US 101, Curtis Ave. to Johnson Ave. (Coos Bay) 68

ADT | PRESENT: 22,000 | FUTURE: 32,000 | YEAR: 94 (66) (70) (71) (72)

REGION: 10 | STATE NAME: Oregon | STAT... CODE: 4 (2)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): P.E. & Traffic Signals 26 62

NATL. FOREST (63) (68)

EMERG. YR. (72) (73) | PL. AUTH YR (74) (75)

PROJECT NUMBER — PREFIX LETTER(S): T- | NUMBER: 5006 | SEQ. N...: (4) 14 23 7

CARD 4 — CLASS OF FEDERAL FUNDS: TOPICS

COUNTY NAME: Coos | CODE: 011 (14) (16)

NAME OF URBAN AREA: Coos Bay 17-81

ROUTE NO. P | FEDERAL-AID: 2 (32) | STATE: 9 (36) (37) | U.S.: 101 (41)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(1-4)(5)	(10	41	46	48 46	55		(54) (58)	(59) (66)	(67) (78)			
5					PE		US 101, Curtis Ave. to Johnson Ave. (Coos Bay)	0.0	3,000	2,300	350	350 (City)	P.E. Insta contr four
5					ROW								
5					CONST (CODE) Y031		"Curtis Ave.-Johnson Ave. (Coos Bay)Section"	0.0	61,000	47,600	6,700	6,700 (City)	ROW - Acces none; Restr
							PROJECT TOTALS	0.0	64,000	49,900	7,050	7,050 (City)	

(18) (22) (24) (23)

CARD 1 | CODE 1 — PREPARED BY

CARD 1 | 14 — PROGRAM APPROVAL DATES

FHWA

4-30-74

REMARKS

USCO...

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-24-74

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
S 101, Curtis Ave. to Johnson Ave. (Coos Bay)	ADT	22,000	32,000	94	10	Oregon	41	077	89

WORK (35 typewriter)	NATL. FOREST	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
Signals				T-	5006	(4)		

TOPICS

Coos Bay

COUNTY NAME	CODE	ROUTE NO.	FEDERAL-AID	STATE	U.S.	PROGRAM STAGE
Coos	011	P	2	9	101	1 OR X 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		US 101, Curtis Ave. to Johnson Ave. (Coos Bay)	0.0	3,000	2,300	350	350 (City)	P.E. all phases; Install traffic control signals at four intersections.
ROW								
CONST (0000) 7031		"Curtis Ave.-Johnson Ave. (Coos Bay)Section"	0.0	61,000	47,600	6,700	6,700 (City)	ROW - 80' normal; Access Control - none; Parking Restrictions - none.
		PROJECT TOTALS	0.0	64,000	49,900	7,050	7,050 (City)	

APPROVAL DATES

DA

5-74

REMARKS

-over-

USCOMM-DUSC-D6M-DC 44965-P71

CURTIS AVE.-JOHNSON AVE. (COOS BAY) SECTION

PROJECT NO. T-5006(4)

Existing Facilities: Two-phase pretimed interconnected traffic control signals on Broadway (US 101) at the intersections with the following four streets: (1) Curtis Ave., (2) Elrod Ave., (3) Hall Ave. and (4) Johnson Ave.

Broadway (US 101) from Curtis Ave. to Elrod Ave. - 56-foot curbed AC paved section; 2 travel lanes one-way southbound.
Broadway (US 101) from Elrod Ave. to Johnson Ave. - 64-foot curbed AC paved section with a 4-foot concrete median island; 4 travel lanes with 2 lanes in both directions.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.
2. Replace all traffic control signal equipment at the preceding listed four intersections.

Additional Right-of-Way: None required.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

PPM 90-1 Requirements: Environmental statement will be submitted in compliance with the requirements of PPM 90-1.

A-95 Review: Exempt from State Clearinghouse and District 7 [illegible] house review and comments under working agreements dated Apr[illegible] and July 27, 1971, respectively.

Public Hearings: None required under provisions of paragra[illegible] 20-8.

Maintenance of Traffic Operations Improvements: A city-sta[illegible] covering maintenance obligations will be prepared to comply [illegible] graph 9 of PPM 21-18.

Data for PR-37:

a. Preliminary Engineering

Field Work	$1,5
PS & E Prep.	1,5
Total	$3,0

b. 100% of project is on FA Primary System.

NOTE: The project is in Congressional District No. 4.

CURTIS AVE.-JOHNSON AVE. (COOS BAY) SECTION

PROJECT NO. T-5006(4)

: Two-phase pretimed interconnected traffic control (US 101) at the intersections with the following four s Ave., (2) Elrod Ave., (3) Hall Ave. and (4) Johnson

01) from Curtis Ave. to Elrod Ave. - 56-foot curbed AC tion; 2 travel lanes one-way southbound.
01) from Elrod Ave. to Johnson Ave. - 64-foot curbed section with a 4-foot concrete median island; 4 travel h 2 lanes in both directions.

proposed work is as follows:

s of preliminary engineering.
ll traffic control signal equipment at the preceding ur intersections.

f-Way: None required.

nce Payments: None involved as additional right-of-way

lroads, Airports, Water Developments, Historical and : None involved.

nts: Environmental statement will be submitted in e requirements of PPM 90-1.

A-95 Review: Exempt from State Clearinghouse and District 7 Clearinghouse review and comments under working agreements dated April 28, 1970 and July 27, 1971, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Maintenance of Traffic Operations Improvements: A city-state agreement covering maintenance obligations will be prepared to comply with paragraph 9 of PPM 21-18.

Data for PR-37:

a. Preliminary Engineering

Field Work	$1,500
PS & E Prep.	1,500
Total	$3,000

b. 100% of project is on FA Primary System.

NOTE: The project is in Congressional District No. 4.

8122

April 19, 1974

City of Coos Bay
City Hall
Coos Bay, OR 97420

Attention: Robert Wheeler
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 7942

Gentlemen:

Attached for your records is a fully executed copy of a TOPICS agreement for replacement of traffic control signals at four intersections on the Oregon Coast Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox (agree. att.)

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

T.

AUTHORITY FOR SURVEY

Section Curtis Avenue-Johnson Avenue (Coos Bay)

Highway Oregon Coast — Date April 2, 1974

County Coos — Authorization No. 1

Survey Prefix 6-0605 (Assigned by Salem office)

Description of termini, route, length, etc.:

RECEIVED
COUNTY & CITY SECTION
AUG 12 1974
☐ ENGR. ☑ COOR. ☑ CE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

TOPICS

Purpose of survey: Prepare plans, estimate, and specifications for traffic signal installation.

Estimate of cost:

Resident Engineer	(901)	$1,000.00
Final Design	(905)	150.00
Traffic	(911)	2,400.00
Specifications	(921)	250.00

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $.....

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by: .....
Traffic Office Engineer

Recommended for Approval: .....
Traffic Control Engineer

Recommended for Approval: .....
Traffic Engineer

Approved: .....
Assistant State Highway Engineer

SP-23804-734

8124 Thomas Ck. Br., Oreg. Coast Hwy. N. of Brookings (Maintenance painting) 1975

8124

December 10, 1975

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentleman:

On December 4, 1975, we wrote to you concerning release of final payment on Contract No. 8124 awarded to Lundeen Coatings Corporation for maintenance painting on the Thomas Creek Bridge on the Oregon Coast Highway in Curry County.

Final payment on this contract is $21,533 and the total contract amount is $433,498.86 including $2,838.86 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Lundeen Coatings Corporation
3037 Roswell Street
Los Angeles, CA 90065

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

8124

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Thomas Creek Bridge	SECTION: Thomas Creek Bridge	WEEK ENDING: November 8, 1975
CONTRACTOR: Lundeen Coatings Corporation	HIGHWAY: Oregon Coast	SECTION PREFIX: 8-4212
DATE OF CONTRACT: March 4, 1975	KIND OF WORK: Maintenance Painting	COUNTY: Curry
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	CONTRACT NUMBER: 8124	FEDERAL AID PROJECT NUMBER: State
PROJECT AUTHORIZATION: $488,912.60	DATE WORK STARTED: April 18, 1975	ESTIMATED COMPLETION DATE: October 6, 1975
EXCLUSIVE OF ENGINEERING: $450,114.20	SPECIFIED WORK DAYS: 200	WORK DAYS USED: 83
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $450,114.20	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 42
	ENGINEERING AUTHORIZATION: $38,768.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
	This week: ENGINEERING COST TO DATE: 385.00 / $29,053.53	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
	PERCENT OF AUTHORIZATION: 75 %	DATE PROJECT WAS COMPLETED: October 6, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2	Overcast	0		Project Completed
MONDAY 3	"	0		
TUESDAY 4	"	0		
WEDNESDAY 5	"	0		
THURSDAY 6	"	0		
FRIDAY 7	"	0		
SATURDAY 8	"	0		

Routing: Kinsey, Boyd, Jackmond, Harwood, [illegible], Vincent, Richards, Glenn, Berg

RECEIVED
NOV 10 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	2	No work all week, Project is completed
MONDAY	3	
TUESDAY	4	
WEDNESDAY	5	
THURSDAY	6	
FRIDAY	7	
SATURDAY	8	

REMARKS

Semi-final mailed to Roseburg on Nov. 7th. No further report.

SIGNED Eugene H Ackl LOCATION Coquille, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

2124

cc: E. S. Hunter
L. Rulien
W. J. Hart
Robert E. Royer
C. G. Swenson
F. E. Terpin
Edward L. Hardt (2)
A. E. Shirley (4)
Carl M. Williams (2)
W. E. Schwartz (2)

cc's made 3-25-74 and sent

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

NOTED
E. S. HUNTER

March 21, 1974

RECEIVED
MAR 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. J. H. Versteeg
Road Design Engineer
State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

The following projects have been reviewed by the Wildlife Commission staff and comments to safeguard fish and wildlife developed.

Molalla River (Wrights) Bridge Section
Cascade Highway
Clackamas County
This project has been reviewed through the Fill/ Removal permit system and comments are attached.

McKay Creek Bridge Section
SAS 401
Crook County
This project has been reviewed through the Fill/ Removal permit system and comments are attached.

Foothill Drive Section
FAS 23-108
Malheur County
This project has been reviewed through the Fill/ Removal permit system and comments are attached.

Bullards Bridge Section
Oregon Coast Highway
Coos County
We anticipate no adverse effects from this project.

Thomas Creek Bridge
Oregon Coast Highway
Curry County
We anticipate no adverse effects from this project.

If we may be of any further assistance, please call.

Sincerely,

Jim Lauman

Jim Lauman
Fishery Biologist
Environmental Management

Attachments

cc FCO

pw

8124

cc: E. S. Hunter
L. W. Pulien
W. J. Hart
Robert E. Royer
C. G. Swenson
F. E. Terpin
Edward L. Hardt (2)
A. E. Shirley (4)
Carl M. Williams (2)

cc's sent 3-20-74

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS

JOSEPH I. EOFF
Chairman

JACK F. SHIELDS
Vice Chairman

McKEE A. SMITH
Member

THOMAS E. KRUSE
State Fisheries Director

March 19, 1974

NOTED
E. S. HUNTER

RECEIVED
MAR 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. J. H. Versteeg
Road Design Engineer
State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

The following projects submitted to us for review have been examined. Our comments on fishery safeguards accompany each section below.

1. Molalla River (Wrights) Bridge Section
   Cascade Highway
   Clackamas County

   There are fall chinook and coho salmon and steelhead trout in the stream system. No work should be allowed in the stream after October 1 unless behind berms or cofferdams. Curing or waste water pumped out of the work area should not be discharged into the stream.

2. Bullards Bridge Section (Painting)
   Oregon Coast Highway
   Coos County

3. Thomas Creek Bridge (Painting)
   Oregon Coast Highway
   Curry County

   The Coquille River has clam beds downstream from Bullards Bridge as well as fish populations in the stream so maintaining water quality in the river during the duration of the contract is important.

Although Thomas Creek has no known anadromous or shellfishery it no doubt supports a resident fish population thus water standards should be maintained.

All paint used on both bridges must be of a nontoxic nature.

4. McKay Creek Bridge Section
FAS 401
Crook County

The proposal is above the reach of anadromous fish thus our main concern is protecting the stream from foreign material and providing water quality throughout the length of the contract.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon Wildlife Commission

8125 Tunnel St-Biehn St. Oregon 1975
Ave. in Klamath Falls
(0.23 mi. grading & paving) [redacted]

CA 4731 - 2/24/75

FAUS

OREGON STATE HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

NO. 121159

FORM A-190 (REV. 1-73)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
12/21/76	cc 1672	

CREDIT DISTRIBUTION

18-0604-299	$ 597.70
18-0605-299	3,740.84

CODE: KFALLSC

- City of Klamath Falls
- Attn: James E. Watson, Mgr.
- City Hall
- Klamath Falls, OR 97601

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: TOPICS & Urban System Project T-M-5015 (5)			
Tunnel St.-Biehn St. Section			
Oregon Avenue			
City of Klamath Falls			
Covered by agreement dated 6/7/73			
Contract No. 8125		22,500.00	
City's Advance Deposit 3/10/75		20,000.00	
Amount Previously Transferred			2,000.00
AMOUNT RETAINED		26,838.54	
City's cost per attached statement		20,500.00	6,338.54
Amount previously transferred			
Amount Due From City			$ 4,338.54
(attach itemized statement to invoice)			

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
DEC 22 1976
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

OREGON STATE HIGHWAY DEPARTMENT

Form A-131—(7-68)
SP°F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Klamath Falls
City Hall
Klamath Falls, OR 97601
Attention of James E. Watson
Manager

Request No. (assigned by staff engineer or head of division) cc 1672

Date December 6, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

RECEIVED DEC 14 1976 CITY COUNTY UNIT

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: TOPICS & Urban System Project T-M-5015(5)
Tunnel St.-Biehn St. Section
Oregon Avenue
City of Klamath Falls

Covered by agreement dated 6/7/73
Contract No. 8125

Itemized Statement: CLR-DT File No. T-M-5015-5 Advance Deposit $22,500.00

Quantity	Unit	Description	Unit Price	Amount
		City's Advance Deposit 3/10/75	$22,500.00	
		Amount Previously Transferred	20,000.00	
		AMOUNT RETAINED	5	$2,000.00
		City's cost per Attached Statement	$26,838.54	
		Amount Previously Transferred	20,500.00	
		AMOUNT DUE FROM CITY		6,338.54 / $4,338.54
		(Attach itemized statement to invoice)		

DATE RECEIVED DEC 14 1976

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $22,500.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $20,500.00

Give the number of the last previous request in connection with this same service. cc 1505

Credit distribution:
18-0604-299 $2,597.70
18-0605-299 $3,740.84

Submitted by:
Gary E. Zehner
Gary E. Zehner, Local Projects Coord.

Approved:
Division Engineer

Approved:
G. N. Hopkins
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

(MEMORANDUM) Final Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

1. VOUCHER NO.

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, Oregon 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

FEDERAL AID PROJECT NO.

T - 8015 (5)

VOUCHER PERIOD: FROM 4-10-73 TO 8-1-75

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
P.E. Topics $13,373.05	$13,167.97	63.00%	$8,382.73	$8,382.73	$0.00	
Topics Funds $46,255.84	45,794.37	78.19%	36,806.62	35,806.62 44,189.35	0.00	
Urban Funds $129,909.86	124,986.33	78.19%	97,726.81	97,726.81	0.00	
$189,538.75	$183,948.67	---	$141,916.16	$141,916.16	$0.00	

RECEIVED DIVISION OFFICE BY DATE

FIELD AUDIT MADE BY DATE

PASSED FOR PAYMENT BY DATE

REMARKS

V. E. Skoog
Controller

Oregon

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Tunnel St. - Biehn St. (Klamath Falls) Section **Klamath County**					
	Preliminary Engineering					
	Type Code P.E.		All Required		$13,167.97	
	Preliminary Engineering	Total Preliminary Engineering Cost			$13,167.97	
	Construction					
	Type Code 6201					
	Roadway (Sta. 9+50 to Sta. 21+00) (Contr. #8125)		Lump Sum		$158,455.91	✓
	Final Contract Payment Summary		All Required		72.00	✓
SFO #3	Seeding & Mulching	Total Construction Cost			$158,527.91	
	Construction Engineering		All Required		$15,552.79	✓
	State					
	Liquidated Damages		Lump Sum		(300.00)	
	Final Contract Payment Summary	Total Participating Cost			$173,940.62	
	Nonparticipating Items		All Required		$205.00	
	Preliminary Engineering		Lump Sum		1,609.71	
	Final Contract Payment Summary		All Required		24.43	
	Interest Paid to Contractor		All Required		591.90	
			All Required		163.51	
SFO #1	Permanent Signing		All Required		(393.55)	
SFO #2	Permanent Striping		All Required		3,959.30	
SFO #4	Credit for Excess Pipe		All Required		$5,560.04	
	Construction Engineering	Total Nonparticipating Cost			$179,508.75	
		Total Cost				

Prepared based on costs shown on Federal Billing as of 7-31-76.

AMOUNT CARRIED FORWARD...

				TOT	P1					44,445.01			
				TOT	N1					1,557.41			
				** JOB TOTALS **				**	9.41	**	46,002.42	**	
HN ST-WIDEN	CONT NO		* FA PROJ NOS T	515005 100								STATE	
	018	0604	296	00	N 9				120.73CR		8,382.73CR	74	76
	018	0604	298	00	N 9				120.73		8,382.73	74	76
	018	0604	414	00	P 1						187.52	75	75
	018	0604	901	00	P 1						3,388.57	73	75
	018	0604	901	00	N 1						1.87CR	73	73
	018	0604	905	00	P 1						6,284.87	73	75
	018	0604	905	00	N 1						10.51	75	75
	018	0604	910	00	P 1						477.01	73	75
	018	0604	910	00	N 1						1.41	74	74
	018	0604	914	00	P 1						97.22	73	75
	018	0604	914	00	N 1						1.41	74	74
	018	0604	918	00	P 1						1,129.91	74	74
	018	0604	918	00	N 1						195.44	74	74
	018	0604	920	00	P 1						41.96	75	75
	018	0604	921	00	P 1						824.97	75	75
	018	0604	923	00	P 1						279.94	73	73
	018	0604	923	00	N 1						.39CR	74	74
	018	0604	924	00	P 1						201.00	74	74
	018	0604	950	00	P 1						135.84	74	74
	018	0604	980	00	P 1						119.16	73	73
	018	0604	980	00	N 1						1.43CR	73	74
			TOT	P1							13,167.97		
			TOT	N1							205.08		
			** JOB TOTALS **				**		**		13,373.05	**	

OB* OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
HN ST(K FALLS)	CONT NO 8125 * FA PROJ NOS T M 515005	28 M T 515005	72					
	018 0605	201	00 P 1			STATE 43,670.86	75	76

EHN ST(K FALLS) CONT NO 8125 * FA PROJ NOS T M 515005 28 M T 515005 72

	018	0605	201	00 P 1			43,670.86	STATE 75	76
	018	0605	201	00 P 2			111,785.05	75	76
	018	0605	201	00 N 1			1,166.29	75	75
	018	0605	201	00 N 2			443.42	75	75
	018	0605	203	00 P 1			84.00CR	75	75
	018	0605	203	00 P 2			216.00CR	75	75
	018	0605	204	00 N 1			770.66	75	76
	018	0605	204	00 N 2			1,981.70	75	76
	018	0605	204	00 N 9			2,752.36CR	75	75
	018	0605	206	00 N 1			24.43	76	76
	018	0605	224	00 P 1	4.98	4.98	4.98	76	76
	018	0605	224	00 P 2	12.79	12.79	12.79	76	76
	018	0605	224	00 N 1		11.63	11.63	76	76
	018	0605	224	00 N 2		29.91	29.91	76	76
	018	0605	224	03 P 1			72.00	76	76
	018	0605	224	03 N 1		16.69	16.69	76	76
	018	0605	224	03 N 2		42.93	42.93	76	76
	018	0605	238	00 N 1		11.63	11.63	76	76
	018	0605	238	00 N 2		29.91	29.91	76	76
	018	0605	238	03 P 1	21.37	21.37	21.37	76	76
	018	0605	238	03 P 2	54.96	54.96	54.96	76	76
	018	0605	238	03 N 1		17.65	17.65	76	76
	018	0605	238	03 N 2		45.40	45.40	76	76
	018	0605	276	01 P 1		17.22CR		76	76
	018	0605	276	01 P 2		44.26CR		76	76
	018	0605	276	01 N 1		17.22	165.73	75	76
	018	0605	276	01 N 2		44.26	426.17	75	76
	018	0605	278	02 P 1		45.79CR		75	76
	018	0605	278	02 P 2		117.72CR		75	76
	018	0605	278	02 N 1		45.79	45.79	76	76
	018	0605	278	02 N 2		117.72	117.72	76	76
	018	0605	290	04 N 1			993.85CR	76	76
	018	0605	296	00 N 9		566.12	154,033.43CR	75	76
	018	0605	298	00 N 9		566.12CR	133,533.43	75	76
	018	0605	299	00 N 9			20,500.00	75	75
	018	0605	900	00 P 1		3,318.00CR	2,061.59	75	76
	018	0605	900	00 P 2		504.18CR	13,227.20	75	76
	018	0605	900	00 N 1		2.63	25.71	75	76
	018	0605	900	00 N 2		3,828.96	3,943.00	75	76
	018	0605	905	00 P 1			73.92	75	75
	018	0605	905	00 P 2			190.08	75	75
			TOT	P1	26.35	3,354.66CR	45,820.72		
			TOT	P2	67.75	598.41CR	125,054.08		
			TOT	N1		123.24	1,262.36		
			TOT	N2		4,139.09	7,060.16		
			TOT	N9			2,752.36CR		
			** JOB TOTALS **		94.10 **	309.26 **	176,444.96 **		

201	P	$155,455.91	157,065.62 (1)
201	N	1,609.71	
203	P	(300.00) CR (1)	
203	N	—	
204		—	
206	N	24.43 (1) ✓	
224	P	89.77	190.93 SFO #3 → 371.85
224	N	101.16	
238	P	76.33	180.92
238	N	104.59	
276	N	591.90 — SFO #1	
290	N	(993.85) CR — SFO #4	
278	N	163.51 — SFO #2	
296	N	~~154,033.43 CR~~	
298	N	~~133,533.43~~	
299	N	~~20,500.00~~ (1)	
900	P	15,288.79	19,521.50 Const. Engr.
900	N	3,968.71	
905	P	264.00	
		$176,444.96	

13 373.05
13 167.97
Now. P. 205.08
13,167.97
- 8,382.73
4,785.24 = 2,392.62
2

Fed $
PE 8382.73
City 2392.62 + 205.08 =
Total PE $2,597.70

Contractor ~~177,290.05~~ 156,790.06

26,838.54
$20,500
6,338.54

18-0604 $2,597.70 P.E.

18-0605 3,740.84 Const.

8125

Wash. D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

8-23-76

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Klamath	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
8-23-76	D.B. Carter, Area Engineer		T-5015(5)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
8-1-75	12-26-75	128 / 125 = 102 %	125 calendar work days
APPROVED EXTENSIONS	**LOCATION**		
None	City of Klamath Falls, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: ***The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.***

COPY SENT

AUG 25 197

TUNNEL STREET-BIEHN STREET SECTION
CITY STREET (OREGON AVE)
Grading & Paving

This project provided for the widening of approximately three blocks of Oregon Avenue within the City of Klamath Falls.

The contract for the work was awarded to Asphalt Paving Company of Klamath Falls, Oregon, on March 11, 1975, in the amount of $166,233.48. The time allotted for the work was 125 calendar work days. The contract work was considered complete on August 1, 1975, at which time 128 calendar work days had been used. The final project amount including engineering is approximately $176,294 or an underrun of approximately 7½ percent.

All participating work on the project has been completed.

The project signing and striping are complete.

A final inspection of the project was made on July 28, 1975.

RECEIVED
STATE HWY ENGR
AUG 25 '76
REFER TO
Kulien
FOR
Insp. | Insp. | R/D | D/R | Sign | Act. | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by D. B. Carter D. B. Carter		SIGNATURE: Original signed by G. K. Hossner G. K. Hossner	
TITLE: Area Engineer	DATE: 8-23-76	TITLE: District Engineer	DATE:

FORM FHWA-1448 B (12-73) FORMERLY PR-33B

Previous Editions of PR-33E Will Not Be Used.

8125

15

January 2, 1976

St. Paul Fire & Marine Ins. Co.
Portland Office
700 NE Multnomah
Portland, OR 97232

Gentlemen:

Contract No. 8125 awarded to Asphalt Paving Co. for work on the Tunnel Street-Biehn Street (Klamath Falls) Section of Oregon Avenue (city street) in Klamath County was completed on August 1, 1975, and accepted by the Administrator and State Highway Engineer on December 26, 1975.

Final payment in the amount of $893.67 will be released to the contractor after January 7, 1976. The total contract amount is $156,149.76 including $615.86 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Asphalt Paving Co.
350 Spring Street
PO Box 938
Klamath Falls, OR 97601

Victor S. Risley Co.
804 Board of Trade Bldg.
Portland, OR 97204

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

8125

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Tunnel St.-Biehn St. (Klamath Falls)		WEEK ENDING: September 5, 1975
		SECTION PREFIX: 18-0605
HIGHWAY: City Street (Oregon Ave.)		COUNTY: Klamath
NAME OF JOB: Tunnel St.-Biehn St. (Klamath Falls)	KIND OF WORK: Grading and Paving	
CONTRACTOR: Asphalt Paving Co.	CONTRACT NUMBER: 8125	FEDERAL AID PROJECT NUMBER: T - 5015 (5)
DATE OF CONTRACT: March 11, 1975	DATE WORK STARTED: March 27, 1975	ESTIMATED COMPLETION DATE: August 1, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN - SUPERVISION: -	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 125 Work	WORK DAYS USED / CALENDAR DAYS USED: 128
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 102
PROJECT AUTHORIZATION: $190,491.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $175,385.99	ENGINEERING AUTHORIZATION: $15,105.01	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $157,128.11	Exp. This Week: 240.00 / ENGINEERING COST TO DATE: $16,540.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: Incl. Engr. 91
ESTIMATED PERCENT UNDERRUN: 9 %	PERCENT OF AUTHORIZATION: 109%	DATE PROJECT WAS COMPLETED: August 1, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Misc. Conc.	
100	100	100	100	100	100 Sta. Base	100	
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			0.23	0.23	0.23		0.23
MILES PARTIALLY COMPLETED			-	-	-		-
MILES COMPLETED			0.23	0.23	0.23		0.23
TOTAL ESTIMATED QUANTITIES (CONTRACT)			4,200 C.Y.	7700SY-85T	1800T-100T		1760T-115T
TOTAL QUANTITIES CORRECTED TO DATE			3,915 C.Y.	4663SY-49T	1208T- 77T		1848T-131T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			" "	" "	" "		" "
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

—

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Workdays	CAUSE OF DELAY
SUNDAY	Frost A.M.- Clearing & Cool			-	
MONDAY	Light Winds-Cool			-	
TUESDAY	Cool A.M. Clearing & Warm			-	
WEDNESDAY	Clear & Warm + 75°			-	
THURSDAY	" " "			-	
FRIDAY	" " "			-	
SATURDAY	" " "			-	

Routing: Keasey, Bond, Jackmond, Harwood, Johnsen, Walker, Richards, Glenn, Berg

RECEIVED
SEP 8 1975
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	See Remarks
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The Semi-final estimate was completed and mailed to Region Office September 5, 1975

This is the last weekly report for the project.

(2) Const.
(1) Region
(1) File

SIGNED E. J. Dunn LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8125

B

September 5, 1975

Asphalt Paving Company
150 Spring Street
P. O. Box 938
Klamath Falls, Oregon 97601

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8125 for work on Tunnel St.-Main St. (Klamath Falls) in Klamath County.

Careful consideration was given to the reasons you submitted. In light of the available facts, this request for extension of time is denied. The utility relocations were listed in contract provisions and it is not apparent that they caused unanticipated delay to the project.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr js

bc: F. B. Klaboe
E. S. Hunter
V. E. Skoog
C. M. Williams
Robert Church
Dick Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 3, 1975

FILE: CON 5 #8125

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Tunnel St. - Biehn St. (Klamath Falls)
Contract No. 8125
Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

Asphalt Paving Company requests a 7-day time extension because of alleged utility relocation delays. Some pertinent dates on this project are:

Bids opened	February 27, 1975 (3 bidders)
Contract sent	March 12, 1975
Day count started	March 24, 1975
Work started	March 27, 1975
Street closed to traffic & grading started	April 2, 1975
Lime subgrade work started	June 3, 1975
Curb work started	June 9, 1975
Lime work completed, about	June 25, 1975
125 days allowed expired	July 29, 1975
Project considered complete	August 1, 1975 with 128 days counted or 3 days liquidated damages at $100 per day = $300.

The utility work which the contractor cites in his request as being in progress in April and the first part of May could have been expected. Six utilities are listed in the special provisions as requiring adjustments. The last utility work mentioned in the Weekly Reports is the week of May 17 and there is no indication that it was delaying the contractor then.

The Region recommends against any time extension and faults the contractor's scheduling. In reviewing the project records here, I find no evidence of utility delay and note for instance, a comment that grading work was expected to resume following the week of May 3, but it actually resumed two weeks later.

The concrete and drainage items were subcontracted (32 percent of the project). There were no change orders with time impact, nor any significant contract quantity overruns apparent. Our engineering is overrun more than 10 percent. I concur with the Region in recommending that the request be denied. This is a Topics project. A rough draft letter to the contractor is attached.

JAB:fr
Att.
cc: Robert Church

RECEIVED
SEP 3 1975
Office of
Assistant State Highway Engineer

B-200 (Rev. 2-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 1, 1975

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ....125.... days to ....132.... days, within which to complete our Contract No. ....8125....., without the assessment of liquidated damages. The said contract is described as follows:
Tunnel-Biehn St.-Klamath Falls, Oregon 97601

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Job started March 24, 1975
April 2-No utility action as yet-Road closed to traffic.
April 7-Work started on telephone pole at station 12+00. Pole directly in fill grade.
April 8-Gas Company (C.P.U.) started Gas line at Oregon & Biehn. Completed April 11.
April 14-P P & L started moving poles from Siskiyou to Biehn.
(See Attached sheet)

Respectfully submitted,

Asphalt Paving Company
Contractor

By [illegible] office manager

CONSENT OF SURETY

Date August 5, 1975

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Victor S. Risley
Attorney-in-fact
Victor S. Risley Co.
by Victor S. Risley (SEAL)
Resident Agent

April 15-Pacific Northwest Bell started cable splicing at Biehn & Oregon.
May 12-Pole was moved that Pacific Northwest Bell was splicing.
May 14-Pacific Northwest Bell removed lines from pole 12+00 to 18+50.
May 15-Pacific Power & Light removed pole 12+00 started on April 7.
May 27-Pacific Power & Light started moving lines 13+90 left.
June 12-Calif. Pacific Utlities had to lower line on Tunnel St.
June 13-Oregon Water had to lower a line on Tunnel St.
June 19-Calif. Pacific Utilities replaced gas main on Modoc St.

(MEMORANDUM) **Final Voucher**

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

G. VOUCHER NO.

VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6) 8-1-75

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, Oregon 97310

PAID BY

(For use of Paying Office)

STATE: **Oregon**

FEDERAL AID PROJECT NO.: **T - 5015 (5)**

VOUCHER PERIOD: FROM **4-10-73** TO **8-1-75**

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
P.E. Topics $13,373.06	$13,167.97	63.66%	$8,382.73	$8,382.73	$0.00	
Topics Funds $46,255.84	45,794.37	78.19%	36,806.62	36,806.62	0.00	
Urban Funds $129,909.86	124,986.33	78.19%	97,726.81	97,726.81	0.00	
$189,508.76	$183,948.67	---	$141,916.16	$141,916.16	$0.00	

RECEIVED DIVISION OFFICE — BY — DATE

FIELD AUDIT MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE

REMARKS

Oregon

V. E. Skoog
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Tunnel St. - Biehn St. (Klamath Falls) Section **Klamath County**					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering		All Required		$13,167.97	
	Total Preliminary Engineering Cost				$13,167.97	
	Construction					
	Type Code 6201					
	Roadway (Sta. 9+50 to Sta. 21+00) (Contr. #8125)					
	Final Contract Payment Summary		Lump Sum		$155,455.91	
SFO	#3 Seeding & Mulching		All Required		72.00	
	Total Construction Cost				$155,527.91	
	Construction Engineering					
	State		All Required		$15,552.79	
	Liquidated Damages					
	Final Contract Payment Summary		Lump Sum		(300.00)	
	Total Participating Cost				$183,948.67	
	Nonparticipating Items					
	Preliminary Engineering		All Required		$206.00	
	Final Contract Payment Summary		Lump Sum		1,609.71	
	Interest Paid to Contractor		All Required		24.43	
SFO	#1 Permanent Signing		All Required		591.99	
SFO	#2 Permanent Striping		All Required		163.51	
SFO	#4 Credit for Excess Pipe		All Required		(993.85)	
	Construction Engineering		All Required		3,959.30	
	Total Nonparticipating Cost				$5,560.09	
	Total Cost				$189,508.76	
	Prepared Based on costs shown on Federal Billing as of 7-31-76.					

AMOUNT CARRIED FORWARD..

FORM PR-20A (8-71)

GPO 914-021

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

FISCAL YEAR

WARRANT NUMBER 31534

PAYEE

Asphalt Paving Co.
P.O. Box 933
Klamath Falls, OR 97601

VOUCHER DATE: 12/29/75

TOTAL AMOUNT: $ 893.67

CONTRACT NO.: 8125

ESTIMATE NO.: 8 Final

PERIOD COVERED: to 8/1/75

APPROVED:

DESIGNATED AUTHORITY

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction.

For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.

This final claim has been authorized in the above amount.

(DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, _____

_____ certify that I am _____

(IF FIRM OR CORP., STATE CAPACITY)

that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

_____
(Signature)

FORM 81-734-1020

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

COUNTY: KLAMATH

HIGHWAY: CITY STREET (OREGON AVENUE)

SECTION: TUNNEL ST-BIEHN ST (KLAMATH FALLS)

DIAGRAM NO. / CONTRACT NO.: 8125

ESTIMATE NO.: 8

PREFIX NO'S.

FEDERAL AID PROJECT NO.: T 5015005 M-T 0515005

ORDM 61-730-1629

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	1P TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	9000.0000	28.000	2520.00	2520.00	
001	2P TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	9000.0000	72.000	6480.00	6480.00	
002	1P TEMPORARY SIGNS	SQ FT	4.0000	105.840	423.36	423.36	
002	2P TEMPORARY SIGNS	SQ FT	4.0000	272.160	1088.64	1088.64	
003	1P TEMPORARY BARRICADES	ONLY	60.0000	5.000	300.00	300.00	
003	2P TEMPORARY BARRICADES	ONLY	60.0000	13.000	780.00	780.00	
004	1P FLAGMEN	HOURS	12.0000	13.160	157.92	157.92	
004	2P FLAGMEN	HOURS	12.0000	33.840	406.08	406.08	
005	1P CLEARING AND GRUBBING	LUMP SUM	3000.0000	28.000	840.00	840.00	
005	2P CLEARING AND GRUBBING	LUMP SUM	3000.0000	72.000	2160.00	2160.00	
006	1P REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM	2000.0000	28.000	560.00	560.00	
006	2P REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM	2000.0000	72.000	1440.00	1440.00	
007	1P GENERAL EXCAVATION	CU YDS	2.7000	1,097.190	2962.41	2962.41	
007	2P GENERAL EXCAVATION	CU YDS	2.7000	2,821.360	7617.67	7617.67	
008	1P TRENCH EXCAVATION	CU YDS	4.2500	290.720	1235.56	1244.23	8.67-
008	2P TRENCH EXCAVATION	CU YDS	4.2500	750.780	3190.82	3199.49	8.67-
009	1P FINISHING ROADBED AND SLOPES	LUMP SUM	4000.0000	28.000	1120.00	1120.00	
009	2P FINISHING ROADBED AND SLOPES	LUMP SUM	4000.0000	72.000	2880.00	2880.00	
010	1P WATERING	M-GALS	7.0000	78.230	547.61	547.61	
010	2P WATERING	M-GALS	7.0000	201.170	1408.19	1408.19	
011	1P BITUMINOUS BASE MIXTURE	TONS	11.5000	339.120	3898.38	3898.38	
011	2P BITUMINOUS BASE MIXTURE	TONS	11.5000	869.450	9998.68	9998.68	
012	1P ASPHALT IN BITUMINOUS BASE MIXTURE	TONS	90.0000	21.820	1963.80	1951.20	12.60
012	2P ASPHALT IN BITUMINOUS BASE MIXTURE	TONS	90.0000	55.880	5029.20	5016.60	12.60
013	1P 1" - 0 AGGREGATE BASE	TONS	7.0000	96.500	675.50	675.50	
013	2P 1" - 0 AGGREGATE BASE	TONS	7.0000	248.150	1737.05	1737.05	
014	1P LIME TREATED SUBGRADE	SQ YDS	.5000	1,492.650	746.33	652.77	93.56
014	2P LIME TREATED SUBGRADE	SQ YDS	.5000	3,838.230	1919.12	1678.53	240.59
015	1P LIME FOR TREATED SUBGRADE	TONS	75.0000	13.830	1037.25	1037.25	
015	2P LIME FOR TREATED SUBGRADE	TONS	75.0000	35.550	2666.25	2666.25	
016	1P CL B OR CL C ASPHALT CONCMIXTURE	TONS	12.5000	517.390	6467.38	6467.38	
				TOTAL CONTRACT ITEMS			
				% RETAINED ON CONTRACT ITEMS			
				FORCE ACCOUNT			
				TOTAL PAYMENTS			

DATE

PREVIOUS VOUCHER NO. ~~12-26-75 PG. 01 8125~~

CHECKED BY:

ENGINEER OR AUDITOR

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 01-734-1020

COUNTY

HIGHWAY

CONTRACT NO. 8125 | ESTIMATE NO. 8

FEDERAL AID PROJECT NO.

PROFIX NO'S.

SECTION

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
016	2P CL B OR CL C ASPHALT CONCMIXTURE	TONS	12.5000	1,330.430	16630.38	16630.38	
017	1P ASPHALT CEMENT IN MIXTURE	TONS	90.0000	36.810	3312.90	3312.90	
017	2P ASPHALT CEMENT IN MIXTURE	TONS	90.0000	94.630	8516.70	8517.60	.90-
018	1P CONCRETE IN STAIRWAYS	CU YDS	200.0000	1.084	216.80	211.40	5.40
018	2P CONCRETE IN STAIRWAYS	CU YDS	200.0000	2.788	557.60	543.80	13.80
019	1P REINFORCEMENT IN STAIRWAYS	LBS	.6000	71.140	42.68	42.68	
019	2P REINFORCEMENT IN STAIRWAYS	LBS	.6000	182.930	109.76	109.76	
020	1P PIPE HAND-AIL	LIN FT	18.0000	53.620	965.16	965.16	
020	2P PIPE HAND-AIL	LIN FT	18.0000	137.880	2481.84	2481.84	
021	1P 8-INCH SEWER PIPE	LIN FT	5.1300	31.920	163.75	149.39	14.36
021	2P 8-INCH SEWER PIPE	LIN FT	5.1300	82.080	421.07	384.13	36.94
022	1P 12-INCH SEWER PIPE	LIN FT	6.7900	98.840	671.12	671.12	
022	2P 12-INCH SEWER PIPE	LIN FT	6.7900	254.160	1725.75	1725.75	
023	1P 18-INCH SEWER PIPE	LIN FT	10.1000	253.680	2562.17	2562.17	
023	2P 18-INCH SEWER PIPE	LIN FT	10.1000	652.320	6588.43	6588.43	
024	1P EXTRA FOR PIPE UNDER PAVEMENT	LIN FT	5.0000	13.440	67.20	67.20	
024	2P EXTRA FOR PIPE UNDER PAVEMENT	LIN FT	5.0000	34.560	172.80	172.80	
025	1P CONCRETE MANHOLES	ONLY	1100.0000	2.000	2200.00	2200.00	
025	2P CONCRETE MANHOLES	ONLY	1100.0000	4.000	4400.00	4400.00	
26	1P CONCRETE INLETS TYPE G-1	ONLY	500.0000	2.520	1260.00	1260.00	
026	2P CONCRETE INLETS TYPE G-1	ONLY	500.0000	6.480	3240.00	3240.00	
027	1P CONCRETE INLETS TYPE G-2	ONLY	500.0000	1.000	500.00	500.00	
027	2P CONCRETE INLETS TYPE G-2	ONLY	500.0000	2.000	1000.00	1000.00	
028	1P 6-INCH DRAIN PIPE	LIN FT	1.0000	42.000	42.00	42.00	
028	2P 6-INCH DRAIN PIPE	LIN FT	1.0000	108.000	108.00	108.00	
029	1P SPECIAL FILTER MATERIAL IN DRAINS	CU YDS	14.0000	8.400	117.60	117.60	
029	2P SPECIAL FILTER MATERIAL IN DRAINS	CU YDS	14.0000	21.600	302.40	302.40	
030	1P CONCRETE WALKS	SQ YDS	10.0000	219.240	2192.40	2191.90	.50
030	2P CONCRETE WALKS	SQ YDS	10.0000	563.750	5637.50	5636.30	1.20
031	1P CONCRETE DRIVEWAYS	SQ YDS	16.0000	63.210	1011.36	1011.36	
031	2P CONCRETE DRIVEWAYS	SQ YDS	16.0000	162.540	2600.64	2600.64	
				TOTAL CONTRACT ITEMS			
				% RETAINED ON CONTRACT ITEMS			
				FORCE ACCOUNT			
				TOTAL PAYMENTS			

DATE

PREVIOUS VOUCHER NO. 12-26-75 PG. #2 8125

CHECKED BY:

ENGINEER OR AUDITOR

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

COUNTY

HIGHWAY

SECTION

CONTRACT NO. 8125

ESTIMATE NO. 8

FEDERAL AID PROJECT NO.

PREFIX NO'S.

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE		PREVIOUS AMOUNT	PRESENT AMOUNT
032	1P CONCRETE CURBS	CU YDS	85.0000	24.752	2103.92		2109.45	5.53-
032	2P CONCRETE CURBS	CU YDS	85.0000	63.648	5410.08		5424.19	14.11-
033	1P EXTRA FOR ASPHALT APPROACHES	ONLY	100.0000	3.920	392.00		392.00	
033	2P EXTRA FOR ASPHALT APPROACHES	ONLY	100.0000	10.080	1008.00		1008.00	
034	1P ADJUSTING MANHOLES	ONLY	300.0000	1.000	300.00		300.00	
034	2P ADJUSTING MANHOLES	ONLY	300.0000	3.000	900.00		900.00	
035	1P ADJUSTING INLETS	ONLY	200.0000	.280	56.00		56.00	
035	2P ADJUSTING INLETS	ONLY	200.0000	.720	144.00		144.00	
036	1P ADJUSTING LAMP HOLES	ONLY	100.0000	.280	28.00		28.00	
036	2P ADJUSTING LAMP HOLES	ONLY	100.0000	.720	72.00		72.00	
	PRICE AGREEMENT ITEMS							
30201	1P 1 PERCENT CEMENT FOR PMHB	TONS	1.1000	338.120	371.93		371.93	
30201	2P 1 PERCENT CEMENT FOR PMHB	TONS	1.1000	869.450	956.40		956.40	
30301	1N PURCHASE EXCESS MATL FROM CONTRACTOR	LUMP SUM	993.8500	100.000	993.85	N	993.85	
30401	1P PENALTY NON-SPEC ASPH CONC	LUMP SUM	351.6300-	100.000	351.63-		351.63-	
	ADJUSTMENT ITEMS							
4001	P LIQUIDATED DAMAGES	DAY	100.0000-	3.000	300.00-		300.00-	
	FORCE ACCOUNT ITEMS							
802	1N REMOVE AND RELOCATE SIGNS				172.44	N	172.44	
802	2N REMOVE AND RELOCATE SIGNS				443.42	N	443.42	

Type Code	"P" Constr Cost	"N" Constr Cost	Liq. Damages	Total Cost
6201	$155,455.91	$1,609.71	($300.00)	$156,765.62

DATE

PREVIOUS VOUCHER NO. ~~12-26-75 PG. 43 8125~~ 21145

CHECKED BY: PGO:dk

ENGINEER OR AUDITOR E.J. Dunn

	PREVIOUS AMOUNT	PRESENT AMOUNT
TOTAL CONTRACT ITEMS	~~156149.76~~	~~155744.09~~
- % RETAINED ON CONTRACT ITEMS	-	500.00
FORCE ACCOUNT	~~615.86~~	~~615.86~~
TOTAL PAYMENTS	156,765.62	155,871.95

893.67

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8125

APPLYING TO CONTRACT PROJECTS

Order No. 3

Section Tunnel St.-Biehn St. (Klamath Falls) Date July 28, 1975

Highway City Street (Oregon Ave) F.A.P. No. T-5015 (5)

County Klamath Prefix 18-0605 Account No. 230

Description of Work To Be Done:

Seed & Mulch tho cut & fill slopes

Approval Recommended as of 8-12-75 DSE

APPROVED EFFECTIVE DATE 8-12-75
Contingent upon modification of project agreement if additional funds are required

BY D. K. Hossner
G. K. Hossner
TITLE Dist. Engineer
DATE 8/21/75
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Station 9+50 to Station 21+00 (Thru-out Project)

Estimate of Quantities and Costs:

Equipment, Labor & Materials	$XXXXXX	$1,000.
(2 1/2 acres @ $400.00 an acre)		

RECEIVED
STATE HWY ENGR
AUG 25 '75
REFER TO
FOR
Info | Inves | R/D | D-R | Sign | Act | File

Explanation:

This is a residential area that will require seeding when construction is completed. $500 was provided for this work in the project authorization under anticipated items and listed as erosion control.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 190,491.00
Present estimate of project cost, including $ 1,000 XXXXXXXX for work under this order	$ 172,000.00
Expected under-run ~~over-run~~ (amount)	$ 18,491.00
Expected under-run ~~over-run~~ (per cent)	10

Space to right of this line is for use of Salem Office

Submitted by: E. J. Dunn
Resident Engineer

Approval Recommended:
Regional Engineer

Approval Recommended: For:
Construction Engineer or Bridge Engineer

Approved:
Construction Engineer

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-68)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Klamath Falls
City Hall
Klamath Falls, Oregon 97601

Attention of Mr. Larry Lindstrom, Director of Public Works

Request No. (assigned by staff engineer or head of division) CC 1505

Date July 23, 1975

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

TOPICS and Urban System Project T-M-5015(5)
Tunnel Street-Biehn Street Section
Oregon Avenue
City of Klamath Falls

Itemized Statement: Advance Deposit $22,500.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for the subject project.		
		Contract No. 8125		$20,500.00
		Amount to be transferred		
		To be retained		$ 2,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $22,500.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
18-0605-299

Submitted by:
Gary E. Zehner
Gary E. Zehner Urban Program Engineer

Approved:
Division Engineer

RECEIVED
COUNTY & CITY SECTION
JUL 22 1975

Approved: ☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ OPE ☐ CE ☐ RE ☐ RPE ☐
Supervising Engineer or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

8125 STATE COPY

MONTHLY TRANSACTION NUMBER: 3-113 & 3-114	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE: Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 2-24-75 (PPM 21-27)	COUNTY: Klamath
MODIFICATION NUMBER: 1		PROJECT NUMBER: T-M-5015(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 10, 19 74, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,000 Topics	$ 196,516*
Federal Funds	$ 3,178 Topics	$ 151,752.35*
Other revisions		

*

	Total Cost	Federal Funds
Topics	$ 58,949.35	$ 44,189.35
Urban System	137,566.65	107,563.00
	$196,516.00	$151,752.35

This modification is made for the following reasons:

To include increase in cost of preliminary engineering and construction work contracted.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of March, 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. Valenta

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glen W. Smith
(Division Engineer)

for G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

Oregon State Highway Division

Federal-aid Project
No. T-M-5015(5)

TUNNEL ST.-BIEHN ST. (KLAMATH FALLS) SECTION

CITY STREET, KLAMATH COUNTY

Salem, Oregon, March 18, 1975

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 13,000.00

Type Code 6201
Roadway (Sta. 9+50 to Sta. 21+00)

Temporary Protection and Direction of Traffic	All Required		$ 9,000.00
Temporary Signs	400 sq.ft.	4.00	1,600.00
Temporary Barricades	18 only	60.00	1,080.00
Flagmen	120 hour	12.00	1,440.00
Clearing and Grubbing	All Required		3,000.00
Removal of Structures and Obstructions	All Required		2,000.00
General Excavation	4,200 cu.yd.	2.70	11,340.00
Trench Excavation	1,100 cu.yd.	4.25	4,675.00
Finishing Roadbed and Slopes	All Required		4,000.00
Watering	50 M-gal.	7.00	350.00
Bituminous Base Mixture	1,800 ton	11.50	20,700.00
Asphalt in Bituminous Base Mixture	100 ton	90.00	9,000.00
1" - 0 Aggregate Base	300 ton	7.00	2,100.00
Lime Treated Subgrade	7,700 sq.yd.	0.50	3,850.00
Lime for Treated Subgrade	85 ton	75.00	6,375.00
Class "B" or Class "C" Asphalt Concrete Mixture	1,760 ton	12.50	22,000.00
Asphalt Cement in Mixture	115 ton	90.00	10,350.00
Concrete in Stairways	8 cu.yd.	200.00	1,600.00
Reinforcement in Stairways	500 lb.	0.60	300.00
Pipe Handrail	80 lin.ft.	18.00	1,440.00
8-inch Sewer Pipe	82 lin.ft.	5.13	420.66
12-inch Sewer Pipe	478 lin.ft.	6.79	3,245.62
18-inch Sewer Pipe	922 lin.ft.	10.10	9,312.20
Extra for Pipe Under Pavement	80 lin.ft.	5.00	400.00
Concrete Manholes	6 only	1,100.00	6,600.00
Concrete Inlets, Type G-1	10 only	500.00	5,000.00
Concrete Inlets, Type G-2	3 only	500.00	1,500.00
6-inch Drain Pipe	100 lin.ft.	1.00	100.00
Special Filter Material in Drains	15 cu.yd.	14.00	210.00
Concrete Walks	750 sq.yd.	10.00	7,500.00

Concrete Driveways	270 sq.yd.	16.00	4,320.00
Concrete Curbs	85 cu.yd.	85.00	7,225.00
Extra for Asphalt Approaches	24 only	100.00	2,400.00
Adjusting Manholes	4 only	300.00	1,200.00
Adjusting Inlets	2 only	200.00	400.00
Adjusting Lamp Holes	2 only	100.00	200.00
			$166,233.48

Anticipated Items

Temporary Erosion Control (E.W.)	All Required	$ 500.00
Relocate Mailboxes (E.W.)	All Required	100.00
		$ 600.00
	Subtotal	$166,833.48
	Engineering	16,682.52
	Total	$183,516.00

Length of Roadway - - - - - - - 0.218 mile
Cost of Roadway Per Mile- - - - $841,816.51

SUMMARY OF FUNDS

Description	Total Cost	Pro Rata	Federal Funds	State Funds	City Funds
P.E. (T)	$ 13,000.00	63.56%	$ 8,262.00	$ 2,369.00	$ 2,369.00
Roadway (T)(G-1)	45,949.35	78.19%	35,927.35	5,011.00	5,011.00
Roadway (U)(G-2)	137,566.65	78.19%	107,563.00	15,001.82	15,001.83
Totals	$196,516.00		$151,752.35	$22,381.82	$22,381.83

T = TOPICS Funds
U = Urban Funds

Group 1 - 28%; Group 2 - 72%

Contract No. 8125

Prefix No. 18-0605

P.E. Prefix No. 18-0604

TUNNEL ST.-BIEHN ST. (KLAMATH FALLS) SECTION

Nonparticipating - State Work

Permanent Signing	All Required	$ 500.00
Permanent Pavement Striping	All Required	250.00
Stage Construction Striping	All Required	100.00
Relocate City Street Signs	All Required	150.00
		$ 1,000.00

8125

February 24, 1975

City of Klamath Falls
City Hall
Klamath Falls, OR 97601

Attention: Rosie Keller
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 4731

Gentlemen:

Attached for your records is a supplemental agreement covering an urban system project on the Tunnel Street-Biehn Street Section of Oregon Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell
(agree. att.)

8125

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 20, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
February 20 and 27 Bid Lettings

Bids were taken February 20 and will be taken February 27 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in Oregon Laws 1971, Chapter 366.

February 20 Bid Letting

1. Linn County Line-McKenzie River
Pacific Highway, Lane County
Grading, Paving and Signing Project

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Multnomah Falls-Hood River County Line
Columbia River Highway, Multnomah County
Grading, Paving and Signing Project

   Same as No. 1.

3. Rock Creek
Sunset Highway, Clatsop County
Grade, Pave, Structure and Signing Project

   Same as No. 1.

4. Main Street-Hawthorne Street (Forest Grove)
Tualatin Valley Highway, Washington County
Traffic Signals Modification Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. Pacific Highway East at Lincoln Street (Woodburn)
Pacific Highway East, Marion County
Traffic Signal Project

Same as No. 4.

6. Diamond Lake Blvd.-Lane Avenue (Roseburg)
Oakland-Shady Highway, Douglas County
Traffic Signal Revision Project

Same as No. 4.

7. S.E. 7th Street at S.E. L Street and
N.E. 9th Street at N.E. F Street (Grants Pass)
Redwood Highway, Josephine County
Traffic Signal Project

Same as No. 4.

8. Oregon Coast Highway at 23rd Drive (Lincoln City)
Oregon Coast Highway, Lincoln County
Grading and Paving Project

Bicycle trails will not be included as the project consists of minor grading and surfacing to obtain a left-turn refuge.

9. Adams Street at 4th Street (McMinnville)
Pacific Highway West, Yamhill County
Traffic Signal Project

Same as No. 4.

February 27 Bid Letting

1. S. E. Foster Road-S. E. Causey Avenue
East Portland Freeway
Multnomah and Clackamas Counties
Paving, Signing and Traffic Signals Project

Footpaths and bicycle trails were provided in conjunction with grading contract.

2. Curtis Avenue-Johnson Avenue (Coos Bay)
Oregon Coast Highway, Coos County
Traffic Signals Modification Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Tunnel Street-Biehn Street (Klamath Falls)
Oregon Avenue, FAU 2363, Klamath County
Grade and Pave Project

Sidewalks will be provided on a replacement-in-kind basis.

4. Big Creek Bridge (M.P. 160.2)
Oregon Coast Highway, Lincoln County
Grade, Pave and Structure Project

Bicycle trails will not be included as the project is basically widening of an existing structure to obtain 32-foot top width.

5. Bullards Bridge
Oregon Coast Highway, Coos County
Maintenance Painting Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

6. Thomas Creek Bridge
Oregon Coast Highway, Curry County
Maintenance Painting Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

7. Taft Cemetery (Lincoln City)
Oregon Coast Highway, Lincoln County
Maintenance and Retaining Wall Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

bc C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
Dave Talbot
L. E. George
Victor Wolfe
Gary Sund
Jack Graham

whw:mc ja

U. S. DEPARTMENT OF TRANSPORTAT... FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-5-75

FEDERAL AID PROJECT NO. ~~M~~-5015(5)

STATE PROJECT NO. TUNNEL ST.-BIENN STREET

FROM: G. L. GREEN, DIVISION ENGINEER, SALEM, OREGON

PROGRAM NO.

ITEM NO. T-80 & M-19

COUNTY NAME KLAMATH

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
FEB 7 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
FEBRUARY 5, 1975	FEBRUARY 5, 1975	URBAN ROUTE 2363	CITY STREET

GENERAL LOCATION:
CITY STREET- OREGON AVE (KLAMATH FALLS) FROM TUNNEL STREET TO BIENN STREET.

GENERAL DESCRIPTION OF WORK:
GRADE, DRAIN, HIGH TYPE PAVEMENT.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)
TEMPORARY EROSION CONTROL $500.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEM LISTED ABOVE AS SHOWN IN YOUR ESTIMATE.

MR. RULIEN'S JANUARY 31, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
FEB 7 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-5-75	Jerry G. Green	DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8125

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 31, 1975

In reply refer to: 1041EC.2

SUBJECT: Oregon Project T-M-5015(5)
Tunnel St.-Biehm St. (Klamath Falls) Section
Exception to Noise Standards

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

The exception to Noise Standards for the subject project requested in Mr. Rulien's January 21 letter is hereby granted. This is based on information furnished in that letter and in the Negative Declaration concurred in on June 19, 1974.

June 19, 1974.

G. L. Green

2-5-75
cc: Rulien
Schroeder
Potter

NOTED
L. L. JOHNSON

RECEIVED
FEB 5 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
FEB 4'75
REFER TO
FOR
Instr | Inves | R/D | D/R | Sign | Act | Enc

I. Larsen FALL Kfalls

OREGON STATE HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

Robert W. Straub
GOVERNOR
F.B.Klaboe
Administrator of Highways

January 28, 1975

John Halvorsen
City Manager, Klamath Falls
226 S. Fifth Street
Klamath Falls, Oregon, 97601

Dear Mr. Halvorsen:

On January 22, 1975, the Oregon Transportation Commission formally approved two Urban System projects in the Klamath Falls area. These projects are on Oregon Avenue and on Shasta Way, and are described on the enclosed project summaries.

Present Urban System funds available to your area are insufficient to fund the entire Shasta Way project as planned. Accordingly, this project may have to be cut back if additional funds are not available at construction time. An agreement to cover Urban System funding of the Oregon Avenue project has been forwarded to Larry Lindstrom under separate cover.

Yours very truly,

David S. Fenton,
Regional Federal Aid Engineer

DSF:pw

Enclosure

RECEIVED
COUNTY & CITY SECTION
JAN 29 1975
☐ ENGR. ☐ CCOR. ☑ UE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE January 28, 1975

TO L.W. Rulien
Project Management Engineer

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Right of Way Status
TOPICS Project
Bid Opening February 27, 1975

I certify that to the best of my knowledge the following statement is correct with regard to the right-of-way for the subject project.

No additional right-of-way was required for the following project:

Tunnel Street-Biehn St. (K. Falls) T-M-5015(5)

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unit. These will be certified separately by the Utility Engineer.

JRO:ha
cc R.L. Schroeder
V.E. Skoog
James E. Chidsey
W.H.Haskin
Duane Ridings
Frank Lowe
M.R. Mitchell

RECEIVED
PROJECT ... T SECTION

R. Unrein FAU K Falls

OREGON STATE HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

Robert W. Straub
GOVERNOR

F.B. Klaboe
Administrator of Highways

January 28, 1975

Bryant Williams
Klamath County Board of Commissioners
Veterans Memorial Building
Klamath Falls, Oregon, 97601

Dear Mr. Williams:

On January 22, 1975, the Oregon Transportation Commission formally approved two Urban System projects in the Klamath Falls area. These projects are on Oregon Avenue and on Shasta Way, and are described on the enclosed project summaries.

Present Urban System funds available to your area are insufficient to fund the entire Shasta Way project as planned. Accordingly, this project may have to be cut back if additional funds are not available at construction time. An agreement to cover Urban System funding of the Oregon Avenue project has been forwarded to Larry Lindstrom under separate cover.

Yours very truly,

David S. Fenton
Regional Federal Aid Engineer

DSF:pw

Enclosure

RECEIVED
COUNTY & CITY SECTION
JAN 2[illegible] 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ OE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

T/FAU

Klamath Falls, Oregon
Herald & News
(cir. D. 16,713)

JAN 23 1975

RECEIVED
COUNTY & CITY SECTION
FEB 12 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Allen's P. C. B Est. 1888

Job Set For This Summer

The Infamous Hump 70C Removal Plans Made

The infamous "hump" on Oregon Avenue between Biehn and Tunnel streets should be removed this summer, while planning will proceed for an improved Shasta Way driving surface within both the city and county.

Local and state officials said today the two projects were appproved Wednesday by the Oregon Transportation Commission, under provisions of the federal urban system funding plan.

The two were among six securing approval, at a combined cost of $2,695,000. Other projects are in Corvallis and Lane County.

The state is to provide $296,450 in matching funds, with local governments to contribute equal sums for their share.

John J. Earley, Salem, with the Department of Transportation's public affairs section, said the split comes to 11 per cent state aid and 11 per cent local, with the federal government contributing 78 per cent.

Bids are to be opened Feb. 27 by the State Highway Division on the Oregon Avenue project, while Dick Unrein, urban engineer with the Highway Division, indicated a Shasta Way project from the Eastside Bypass to South Sixth Street probably won't get to construction stages before the spring of 1976.

The Oregon Avenue project will include removal of the existing "hump" in order to provide better driving vision, while a 44-foot curb section is planned to accommodate two 12-foot traveling lanes, 10-foot parking lanes and sidewalks between Tunnel and Biehn, according to Earley.

He said total project length will be 0.23 miles, and that construction should begin in March or April if favorable bids are received Feb. 27. While firm cost figures were not available, it is understood the project is considered within the $200,000 range.

The Oregon Avenue work was originally planned under the former TOPICS program, but local funding was not sufficient. It was incorporated as the first priority of city-county-state under the new federal aid urban system of allocating federal funds.

Lyle Smith, Klamath County director of public works, noted today the county has forwarded $15,000 to the city to use as part of its share of the local Oregon Avenue project cost.

Both the city and county will benefit from the Shasta Way work, with the State Highway Division to do the design work. Unrein noted separate agreements between the state, city and county will be prepared.

The Shasta Way project, estimated at about $610,000, exceeds anticipated federal funds at this time but hope was expressed more assistance will be available in coming budgets. If not, said the state personnel, it may be necessary to shorten the improvement work, now planned for about 4,900 feet.

The project will consist of widening Shasta from the bypass to South Sixth, with sections varying from 40 to 53 feet wide to provide two 12-foot traveling lanes in some areas and four 12-foot lanes in others. A 7-foot sidewalk-bikeway is also proposed, according to Earley.

Smith said the county portion will include two travel lanes and one turn lane between the bypass and the city limits at Austin Street, while City Director of Public Works Larry Lindstrom said the same is planned by the city between Washburn Way and South Sixth.

Lindstrom noted excess width has been requested from Austin to Washburn Way to accommodate the present large volume of traffic. He said an alternate turning and parking lane arrangement may be used on Shasta Way within the city, as traffic warrants.

T/FAU

Klamath Falls, Oregon
Herald & News
(cir. D. 16,713)

JAN 23 1975

RECEIVED
COUNTY & CITY SECTION
FEB 12 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE

Allen's P. C. B Est. 1888 ... Klamath Falls, Ore. Thursday, Jan. 30, 1975

Job Set For This Summer

The Infamous Hump Removal Plans Made

The infamous "hump" on Oregon Avenue between Biehn and Tunnel streets should be removed this summer, while planning will proceed for an improved Shasta Way driving surface within both the city and county.

Local and state officials said today the two projects were appproved Wednesday by the Oregon Transportation Commission, under provisions of the federal urban system funding plan.

The two were among six securing approval, at a combined cost of $2,695,000. Other projects are in Corvallis and Lane County.

The state is to provide $296,450 in matching funds, with local governments to contribute equal sums for their share.

John J. Earley, Salem, with the Department of Transportation's public affairs section, said the split comes to 11 per cent state aid and 11 per cent local, with the federal government contributing 78 per cent.

Bids are to be opened Feb. 27 by the State Highway Division on the Oregon Avenue project, while Dick Unrein, urban engineer with the Highway Division, indicated a Shasta Way project from the Eastside Bypass to South Sixth Street probably won't get to construction stages before the spring of 1976.

The Oregon Avenue project will include removal of the existing "hump" in order to provide better driving vision, while a 44-foot curb section is planned to accommodate two 12-foot traveling lanes, 10-foot parking lanes and sidewalks between Tunnel and Biehn, according to Earley.

He said total project length will be 0.23 miles, and that construction should begin in March or April if favorable bids are received Feb. 27. While firm cost figures were not available, it is understood the project is considered within the $200,000 range.

The Oregon Avenue work was originally planned under the former TOPICS program, but local funding was not sufficient. It was incorporated as the first priority of city-county-state under the new federal aid urban system of allocating federal funds.

Lyle Smith, Klamath County director of public works, noted today the county has forwarded $15,000 to the city to use as part of its share of the local Oregon Avenue project cost.

Both the city and county will benefit from the Shasta Way work, with the State Highway Division to do the design work. Unrein noted separate agreements between the state, city and county will be prepared.

The Shasta Way project, estimated at about $610,000, exceeds anticipated federal funds at this time but hope was expressed more assistance will be available in coming budgets. If not, said the state personnel, it may be necessary to shorten the improvement work, now planned for about 4,900 feet.

The project will consist of widening Shasta from the bypass to South Sixth, with sections varying from 40 to 53 feet wide to provide two 12-foot traveling lanes in some areas and four 12-foot lanes in others. A 7-foot sidewalk-bikeway is also proposed, according to Earley.

Smith said the county portion will include two travel lanes and one turn lane between the bypass and the city limits at Austin Street, while City Director of Public Works Larry Lindstrom said the same is planned by the city between Washburn Way and South Sixth.

Lindstrom noted excess width has been requested from Austin to Washburn Way to accommodate the present large volume of traffic. He said an alternate turning and parking lane arrangement may be used on Shasta Way within the city, as traffic warrants.

TRANSACTION NUMBER 1-107

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 1-23-75

BY (Signature): L.W. RULIEN'S JANUARY 22, 1975 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1*
ITEM NOS. _____ THRU _____

STAGE 2
ITEM NOS. 19 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
19	M-T-5015(5)	0.22	145,654	113,886

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
TUNNEL STREET - BIEHN STREET (KLAMATH FALLS) SECTION. KLAMATH COUNTY STATE OF OREGON.	GRADE, DRAIN, HIGH TYPE PAVEMENT.

1-23-75

REMARKS (Division)

RECEIVED
JAN 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
HIGHWAY ENGR
JAN 27 '75

REFER TO Hunter
FOR
Info. | Inves. | R/D | D/R | Sign. | Ap.

RECEIVED
JAN 27 1975
HIGHWAY DIV.

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		1-23-75	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

PRO 6-2

January 22, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission

We are submitting PR-9 forms (Request for Approval of Individual Project Program Change) and required PR-1 forms (Program Data) for Project No. T-M-5015(5) to add necessary prefix letter "M" to jointly finance the construction portion of the initial project with both TOPICS and Urban System funds.

Encl.

JG:wm

RECEIVED
COUNTY & CITY SECTION
JAN 27 1975

Budget Bureau No. 41-R2067; Appro

MONTHLY TRANSACTION NO. 1-107

DATE SUBMITTED TO F.H.W.A. JAN 23 1975

FORM PR-1 (REV. 4-61) 1-22-75 ☑ ENGR. ☐ CONR. ☐ UE ☐ AE ☐ UE ☑ UPE ☐ CE ☐ RE ☐ RPE ☐

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPA BUR

CARD											
2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): City St. Ore. Ave. (K. Falls) Tunnel- Biehn St.	ADT	PRESENT: 4,800	FUTURE: 7,200	YEAR: 93	REGION: 10	STATE NAME: Oregon	ST C
3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., H.T. Pave.	NATL. FOREST	FR ROUTE NO.	RDWY WDTH	DA CLASIF.	DA AREA	EMERG. YR.: B-4	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER (S): M-T- NUMBER: 5015		SE
4	CLASS OF FEDERAL FUNDS: Urban System						COUNTY NAME: Klamath			CODE: 035	
	NAME OF URBAN AREA: Klamath Falls						ROUTE NO. T U	FEDERAL-AID: 2363	STATE: City St.	U.S. - -	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
5					PE		City St. Oregon Ave. (Klamath Falls) from Tunnel St. to Biehn St.	(0.22)	(11,000)	(6,990)		
5					ROW							
5	30			3	CONST (CODE) 6203	3	"Tunnel St.-Biehn St. (Klamath Falls) Sec."	(0.22)	(204,231)	(158,075)		
								0.22	145,654	113,886	15,884	15,884 (City)
							PROJECT TOTALS	0.22	145,654	113,886	15,884	15,884 (City)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

JAN 23 1975

FHWA OREGON DIVISION

REMARKS

The construction portion of ... jointly financed using TOPICS and Urban System funds. Based on money va... TOPICS funds is firm, any additional cost over and above will be finance... System funds.

RECEIVED
COUNTY & CITY SECTION
JAN 27 1975

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

1-107

JAN 23 1975

FORM PR-1 (REV. 4-61)

1-22-75 ☑ ENGR. ☐ CO&R. ☐ uE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	4,800	7,200	93	10	Oregon	41	W32	19

PROJECT LOCATION (45 typewriter spaces)
City St. Ore. Ave. (K. Falls) Tunnel- Biehn St.

T. Projects Only

EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
B-4		M-T-	5015	(5)		

DESCRIPTION OF WORK (35 typewriter spaces): . Pave.

NATL. FOREST

COUNTY NAME: Klamath — CODE: 035

PROGRAM STAGE: [ ] 1 OR [X] 2

SYSTEM: Urban System

ROUTE NO. T U — FEDERAL-AID: 2363 — STATE: City St. — U.S.: - -

Klamath Falls

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
				ESTIMATED PROJECT COST BY PHASES				
PE		City St. Oregon Ave. (Klamath Falls) from Tunnel St. to Biehn St.	(0.22)	(11,000)	(6,990)			P.E. all phases; Grade, drain, high-type pave a 44' curbed roadway. Const. sidewalks both sides.
ROW								
CONST (CODE) 6203	3	"Tunnel St.-Biehn St. (Klamath Falls) Sec."	(0.22)	(204,231)	(158,075)			ROW-100'normal; Access control-none; Park. restrictions-none.
			0.22	145,654	113,886	15,884	15,884 (City)	
		PROJECT TOTALS	0.22	145,654	113,886	15,884	15,884 (City)	

REMARKS: The construction portion of the project is jointly financed using TOPICS and Urban System funds. Based on money value of which TOPICS funds is firm, any additional cost over and above will be financed with Urban System funds.

-over-

PREPARED BY

PROGRAM APPROVAL DATES

23 1975

OREGON DIVISION

USCOMM DUSCOMM-DC 48805-P61

TUNNEL ST.-BIEHN ST. (KLAMATH FALLS) SECTION

PROJECT NO. M-T-5015(5)

Remarks: continued

Existing Facility: Oregon Ave. -- 25' to 36' AC pavement with variable width gravel shoulders (two travel lanes with no curbs or sidewalks).

Adjacent Facilities:

West End -- Interchange for US 97 (The Dalles-California Hwy.).
East End -- 38' Curbed section; AC surface; parking both sides.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.

2. Grade, drain, high-type pave a 44-foot curbed street section to accommodate two 12-foot lanes with 10-foot parking lanes. Construct sidewalks on both sides of street.

NOTE: The sidewalks are necessary for pedestrian safety and are therefore classified as "Safety Improvement Work" because the permitting of parking on both sides eliminates the shoulder area which presently accommodates pedestrian traffic.

Additional ROW and Relocation Assistance Payments: None involved.

PPM 90-1 Requirements: "Negative Declaration" was concurred in by FHWA on June 19, 1974.

Clearinghouse Approvals:

State -- Exempt under working agreement dated April 28, 1970.

District 11 -- No functioning clearinghouse at this time. The State Clearinghouse has informed the State Highway Division that there will be no district review of this project.

System Action: FAP Type II System approved by FHWA January 2

Airports, Railroads, Water Developments, Historical and Recre
None involved.

Public Hearings: Opportunity to request a corridor/design h
was offered in news media on the 12th and 18th of July, 1974
requests were received. Certification required by Section 1
"Public Hearings" of Title 23, U.S.C. was made under our let
August 23, 1974.

Location/Design Approval: Granted by FHWA under Memorandum
September 11, 1974.

Control of Utilities: The State does not have, at this time
legal authority to control the use by utilities of the right
on this project. A State-City agreement is being prepared t
with paragraph 6d(1) of PPM 30-4.1.

Maintenance of Traffic Operations Improvements: A City-Stat
covering maintenance obligations will be prepared to comply
paragraph 9 of PPM 21-18.

Data for Form PR-37:

a. Construction:

TOPICS Funds 29%
Urban System Funds 71%

b. 100 Percent of project is on the FAP Primary Type I

TUNNEL ST.-BIEHN ST. (KLAMATH FALLS) SECTION

PROJECT NO. M-T-5015(5)

: continued

g Facility: Oregon Ave. -- 25' to 36' AC pavement with variable ravel shoulders (two travel lanes with no curbs or sidewalks).

t Facilities:

st End -- Interchange for US 97 (The Dalles-California Hwy.).
st End -- 38' Curbed section; AC surface; parking both sides.

Data: The proposed work is as follows:

All phases of preliminary engineering.

Grade, drain, high-type pave a 44-foot curbed street section to accommodate two 12-foot lanes with 10-foot parking lanes. Construct sidewalks on both sides of street.

The sidewalks are necessary for pedestrian safety and are therefore classified as "Safety Improvement Work" because the permitting of parking on both sides eliminates the shoulder area which presently accommodates pedestrian traffic.

nal ROW and Relocation Assistance Payments: None involved.

Requirements: "Negative Declaration" was concurred in by June 19, 1974.

ghouse Approvals:

ate -- Exempt under working agreement dated April 28, 1970.

strict 11 -- No functioning clearinghouse at this time. The State earinghouse has informed the State Highway Division that there will no district review of this project.

System Action: FAP Type II System approved by FHWA January 22, 1971.

Airports, Railroads, Water Developments, Historical and Recreation Areas: None involved.

Public Hearings: Opportunity to request a corridor/design hearing was offered in news media on the 12th and 18th of July, 1974 and no requests were received. Certification required by Section 128 "Public Hearings" of Title 23, U.S.C. was made under our letter of August 23, 1974.

Location/Design Approval: Granted by FHWA under Memorandum of September 11, 1974.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Maintenance of Traffic Operations Improvements: A City-State agreement covering maintenance obligations will be prepared to comply with paragraph 9 of PPM 21-18.

Data for Form PR-37:

a. Construction:

TOPICS Funds	29%
Urban System Funds	71%

b. 100 Percent of project is on the FAP Primary Type II Sytem.

Budget Bureau No. 41-R2068; Approval Expires

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O.

FORM PR-9 (REV. 4-61)

U.S. DEPARTMENT OF
BUREAU OF P

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD 2 — REPORT NUMBER (1-6) (20) | PROJECT LOCATION (45 typewriter spaces) (21-65): City St. Ore. Ave. (K. Falls) Tunnel - Biehn St. | ADT | 4,800 | FUTURE ADT (66-70): 7,200 | YEAR (71-72): 93 | REGION (74-75): 10 | STATE NAME: Oregon | STATE CODE (1-2): 41 | APP CODE (3): 077 W32

CARD 3 — CHARACTER OF PROPOSED WORK (35 spaces) (20-62): P.E., Gr., Dr., H.T. Pave. | NATL. FOREST (63-68) | FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. (66-68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERS. YR. (72-73) | PL AUTH YR (74-75) | PROJECT NUMBER: PREFIX LETTER(S) (14-23): T-M- | NUMBER-AGR. NO. (7-18): 5015(5) | I F | POST MI (24)

CARD 4 — CLASS OF FEDERAL FUNDS #: TOPICS & Urban System | COUNTY NAME: Klamath | NAME OF URBAN AREA (17-31): Klamath Falls | F.A. SYSTEM: Urban & Primary Type II | RTE NO.: T U | FEDERAL AID: 2363 | STATE (32): City St. | U.S. (36)(37)

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
1	(1-4)	10	41	42	43 - 46	50					(54) (58)	(59) (66)	(67) (76)		
5					PE		ITEM AS NOW PROGRAMED Stage 2	80	T-5015(5)	City St. Oregon Ave. (Klamath Falls) from Tunnel St. to Biehn St.	0.20	6,000	3,808	1,096(City) 1,096	P.E. all phases. Grade, drain, hig type pave a 62' c roadway. Const. walks both sides install necessary illumination.
5					ROW									13,150(City)	
5					CONST					"Tunnel St.-Biehn St. (Klamath Falls) Sec."	0.20	72,000	45,700	13,150	
										PROJECT TOTAL	0.20	78,000	49,508	28,492	
5					PE		REQUESTED REVISION Stage 2	80-A	T-M-5015(5)	City St. Oregon Ave. (Klamath Falls) from Tunnel St. to Biehn St.	0.22	11,000	6,990	2,005(City) 2,005	P.E. all phases. Grade, drain, hig type pave a 44' c roadway. Const. walks both sides.
5					ROW									5,189(City)	
5					CONST					"Tunnel St.-Biehn St. (Klamath Falls) Sec."	(0.22) 0.22	(204,231) 47,577 (18) (28)	(158,075) 37,199 (24) (33)	5,189	
										PROJECT TOTAL	0.22	58,577	44,189	14,388	

CARD — A form PR-1 or PR-9 has been submitted Yes | PROJECT WITHDRAWN

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9 (REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CT LOCATION (45 typewriter spaces): y St. Ore. Ave. (K. Falls) Tunnel - Biehn St.

ADT: 4,800 — FUTURE: 7,200 — YEAR: 93

REGION: 10 — STATE NAME: Oregon — STATE CODE: 41 — APPN. CODE: 077 W32 — ITEM NO.: 80

I PROJECTS ONLY

ORK (35 spaces): T. Pave.

NATL. FOREST:

FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL AUTH YR

PROJECT NUMBER: PREFIX LETTER(S): T-M- — NUMBER-AGR. NO.: 5015(5) — POST MI. — DESIG.

COUNTY NAME: Klamath — CODE: 035

TOPICS & Urban System

ath Falls

F.A. SYSTEM: Urban & Primary Type II

RTE NO.: T U — FEDERAL AID: 2363 — STATE: City St. — U.S.: - -

SYS	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
20	ITEM AS NOW PROGRAMED Stage 2	80	T-5015(5)	City St. Oregon Ave. (Klamath Falls) from Tunnel St. to Biehn St.	0.20	6,000	3,808	1,096(City) 1,096	P.E. all phases. Grade, drain, high-type pave a 62' curbed roadway. Const. sidewalks both sides and install necessary illumination.
				"Tunnel St.-Biehn St. (Klamath Falls) Sec."	0.20	72,000	45,700	13,150(City) 13,150	
				PROJECT TOTAL	0.20	78,000	49,508	28,492	
	REQUESTED REVISION Stage 2	80-A	T-M-5015(5)	City St. Oregon Ave. (Klamath Falls) from Tunnel St. to Biehn St.	0.22	11,000	6,990	2,005(City) 2,005	P.E. all phases. Grade, drain, high-type pave a 44' curbed roadway. Const. sidewalks both sides.
				"Tunnel St.-Biehn St. (Klamath Falls) Sec."	(0.22) 0.22	(204,231) 47,577	(158,075) 37,199	5,189(City) 5,189	
				PROJECT TOTAL	0.22	58,577	44,189	14,388	

a submitted Yes — PROJECT WITHDRAWN

Budget Bureau No. 41-R2068; Approval E

U.S. DEPARTM
BUREAU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 6-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD 2 — REPORT NUMBER (19)–(21) | PROJECT LOCATION (45 typewriter spaces) 21–65 | ADT | FUTURE YEAR (68)–(70)(71)(72) | REGION (74)–(75) | STATE NAME | STATE CODE (2)

CARD 3 — CHARACTER OF PROPOSED WORK (35 spaces) 28–62 | NATL. FOREST (63)–(65) | FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66)–(68) | SUPV AGCY 69 | DA CLASSIF. 70 | DA AREA 71 | EMERG. YR. 72–73 | PL AUTH YR 74–75 | PROJECT NUMBER: PREFIX LETTER(S) 14–23 | NUMBER-AGR. NO. 7

CARD 4 — CLASS OF FEDERAL FUNDS [1] | COUNTY NAME | NAME OF URBAN AREA 17-31 | F.A. SYSTEM | RTE NO. | FEDERAL AID (32)–(36) | STATE (36)

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE (42–46)	STEP (53)	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (56)–(58)	PROJECT COST: TOTAL COST (59)–(66)	FEDERAL FUNDS (67)–(78)	STATE FUNDS	CHANGE PROP
1	(11-15)	16	41	42	43 - 46	53									
5					PE		Re-quested Revision	19	M-T-5015(5)	City St. Oregon Ave. (Klamath Falls) from Tunnel St. to Biehn St.	(0.22)	(11,000)	(6,990)		P.E. all pha
					ROW					"Tunnel St.-Biehn St. (Klamath Falls) Sec."	(0.22)	(204,231)	(158,075)	15,884(City)	Grade, drai
					CONST		Stage 2				0.22	145,654	113,886	15,884	pave a 44' C roadway. C
										PROJECT TOTAL	0.22	145,654	113,886	31,768	both sides.
5					PE		RE-QUESTED REVISION								
					ROW										
					CONST										
										PROJECT TOTAL		(16) (23)	(24) (35)		

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ | COLUMN 14 ——→ CODE 11 | PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:

(-over-)

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: April 10, 1973	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
OTHER: May 6, 1974	DATE January 22, 1975	DATE	DATE
	SIGNATURE	SIGNATURE	SIGNATURE
	STATE HIGHWAY ENGINEER Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

NO.

O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces)

ADT

FUTURE YEAR

REGION

STATE NAME

STATE CODE

APPN. CODE

ITEM NO.

PROPOSED WORK (35 spaces)

NATL. FOREST

FOR MISCELLANEOUS FUNDS ONLY

FM ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL AUTH YR

PROJECT NUMBER

PREFIX LETTER(S) | NUMBER-AGR. NO.

I. PROJECTS ONLY

POST MI. | DESIG.

AL FUNDS

COUNTY NAME

CODE

AREA

F.A. SYSTEM

RTE NO. | FEDERAL AID | STATE | U.S.

WORK TYPE	STATE	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
PE		Re-quested Revision	19	M-T-5015(5)	City St. Oregon Ave. (Klamath Falls) from Tunnel St. to Biehn St.	(0.22)	(11,000)	(6,990)		P.E. all phases; Grade, drain, high-type pave a 44' curbed roadway. Const. sidewalks both sides.
ROW					"Tunnel St.-Biehn St. (Klamath Falls) Sec."	0.22	145,654	113,886	15,884(City) 15,884	
CONST		Stage 2			PROJECT TOTAL	0.22	145,654	113,886	31,768	
PE										
ROW		RE-QUESTED REVISION								
CONST							(18) (25)	(26) (38)		
					PROJECT TOTAL					

PR-9 has been submitted Yes ☐ days.

PROJECT WITHDRAWN YES ☐

CODE 11 | CODE 2

REASON FOR CHANGE:

cting into two or more projects. Prepare a form PR-1 for all esulting from such action.

(-over-)

	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
OVAL: April 10, 1973	DATE January 22, 1975	DATE	DATE
May 6, 1974	SIGNATURE	SIGNATURE	SIGNATURE
	STATE HIGHWAY ENGINEER Project Management Engineer	TITLE	TITLE

ansfer from one class of project to another, or covers joint financing, show both classes of funds involved.

USCOMM-DC 48988-P61

THIS FORM ARE OBSOLETE AFTER 7-1-61

TUNNEL ST.-BIEHN ST. (KLAMATH FALLS) SECTION

PROJECT NO. T-M-5015(5)

Reason for Change:

A. To jointly finance the construction portion of the project using TOPICS and Urban System funds. Based on money value of which TOPICS funds is firm, any additional cost over and above will be financed with Urban System funds.

B. To include in the "Project Number" the proper prefix letters.

C. To change the project length to conform with the latest data.

D. To eliminate illumination from the "Character of Proposed Work" and correct width of the roadway from 62' to 44' providing two 12-foot lanes with 10-foot parking lanes.

E. To increase "Project Cost" to reflect the latest cost estimate and data.

F. This action has been requested by the city of Klamath Falls and approved by the Oregon Transportation Commission.

C : R/W
CONSTRUCTION
ROAD DESIGN
REGION 4

OREGON STATE HIGHWAY DIVISION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

RECEIVED
COUNTY & CITY SECTION
JAN 20 1975
☑ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

SUBJECT: Federal Aid Project No. T-5015(5)

Project Name Tunnel Street-Biehn Street Section
Oregon Avenue

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

☒ Additional right-of-way will not be required for this project.

☒ There has been no displacement of persons from residences, farms, or businesses; or

N/A ☐ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

N/A ☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Klamath Falls, Oregon,

this 14th day of January, 1975.

City of Klamath Falls

City Manager

Recorder

R/W File No. _____

Director of Public Works

8125

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 15, 1975

TO Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

AGENDA
JAN 2 2 1975
4 e

SUBJECT F.A. Urban System Project Requests

Presented for your consideration at the January 22 meeting will be six requests for approval of Urban System projects.

The City of Corvallis is requesting two projects to construct new segments of Circle and Walnut Boulevards in the north portion of the City.

Klamath County and the City of Klamath Falls have submitted a joint request to widen a 0.93-mile portion of Shasta Way. Another request is from the City to use Urban System funds to complete the TOPICS project on Oregon Avenue that was approved by the Transportation Commission March 6, 1973.

Lane County has submitted two projects. One will provide a diamond interchange at the intersection of Beltline Road and Coburg Road. The other project will widen a 1.8-mile segment of Prairie Road in northwest Eugene.

Federal Urban System funds for these projects are estimated at $2,102,100 with the State providing approximately $296,450 in match funds and an equal amount being contributed by the involved local units of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System program. I recommend your approval of them and request authority to sign the project agreements for and on your behalf.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
D. N. Harwell
C. O. Fredrickson
A. Shirley, Jr.
C. M. Williams
Jack Graham
Gary Sund

RU:ljt dpy

SUMMARY, URBAN SYSTEM FUNDS
Proposed FAUS Projects

JURISDICTION	SECTION	TOTAL COST	FEDERAL FUNDS	STATE SHARE
Corvallis	NW Witham Hill Dr.-NW Lantana Dr. NW Circle Blvd FAU 2110	$170,000	$ 132,600	$ 18,700
Corvallis	NW Kings Blvd-NW Highland Dr. NW Walnut Blvd FAU 2120	245,000	191,100	26,950
Klam. Falls & Klamath Co.	S. 6th St.-E. Side Bypass Shasta Way FAU 2298	610,000	475,800	67,100
Klam. Falls	Tunnel St.-Biehn St. Oregon Ave. FAU 2363	145,000	113,100	15,950
Lane County	Beltline Rd (FAU 1035) @ Coburg Rd	1,050,000	819,000	115,500
Lane County	Irvington Rd-Maxwell Rd Prairie Rd FAU 1375	475,000	370,500	52,250
	TOTAL NEW PROJECTS	$2,695,000	$2,102,100	$296,450

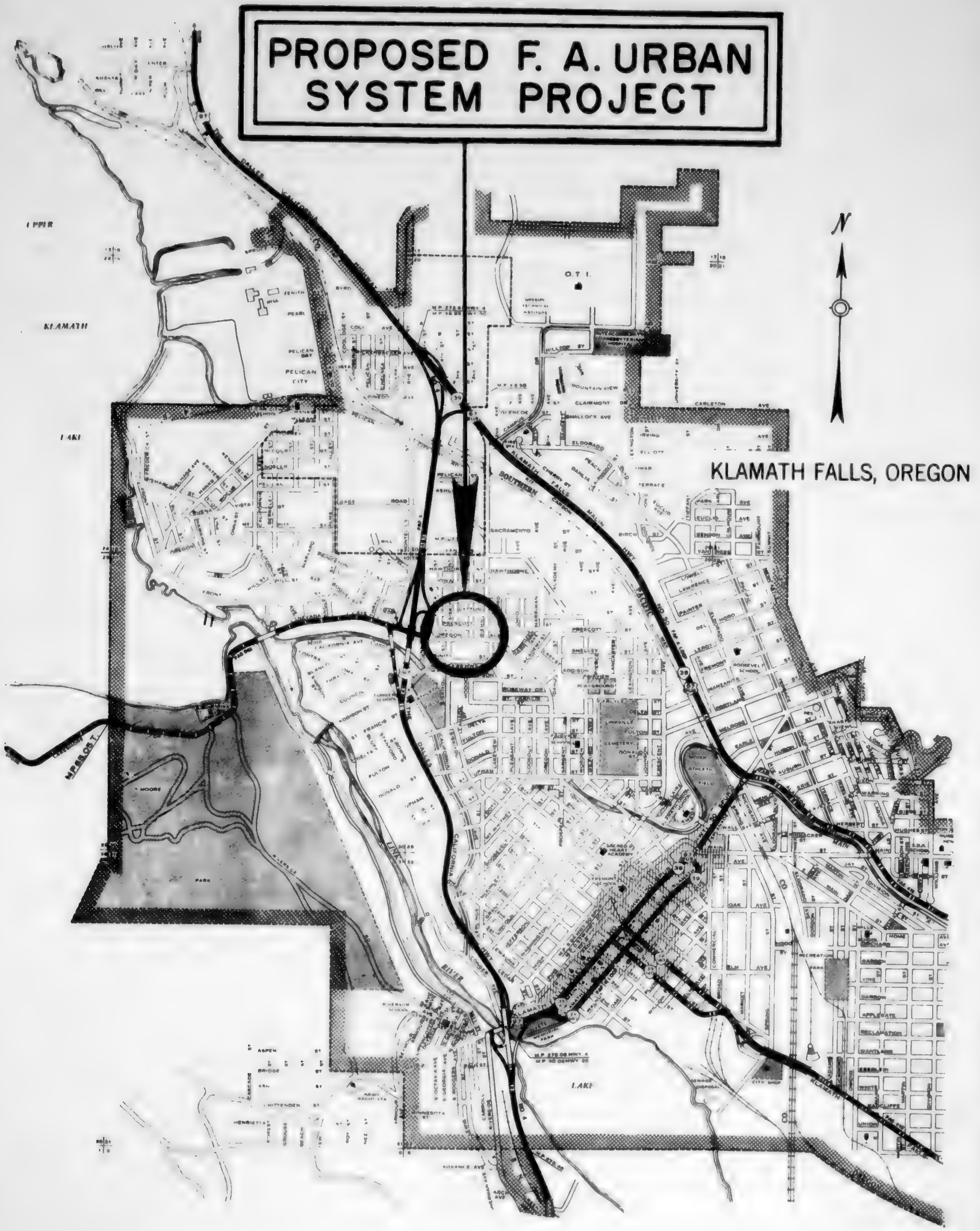
75-a
1/9/75

CITY OF KLAMATH FALLS
Proposed Urban System Project

Tunnel Street-Biehn Street (Klamath Falls) Section
Oregon Avenue FAU 2363
Grading and paving; 0.23 mile; $145,000

This project was approved by the Commission on March 6, 1973 as a TOPICS project. The City has insufficient TOPICS funds to construct the entire project. This request is for Urban System funds to complete the entire project.

PROPOSED F. A. URBAN SYSTEM PROJECT



KLAMATH FALLS, OREGON

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2,2A	Typical Sections — Detour Not Included
2B	Pipe Data
2C	Temporary Protection & Direction of Traffic — Not Included
2D	Summary — Not Included
3,4,5	Plan & Profile
5A	Plan & Profile

STATE OF ORE

STATE HIGHWAY

PLANS FOR PROPOSED

TUNNEL ST.~BIEHN ST. (KL

CITY STREET (OREGON

KLAMATH COUNT

PRELIMINARY COPY
SUBJECT TO CHANGE

PRELIMINARY COPY
DEC 10 1974
SUBJECT TO CHANGE
FINAL DESIGN UNIT

Sketch Map
Scale 0 800 1600 Feet

T.

TUNNEL ST – BIDWIN ST. (KLAMATH FALLS) SEC. CITY STREET (OREGON AVENUE) KLAMATH COUNTY				SHEET No. 1
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

F OREGON

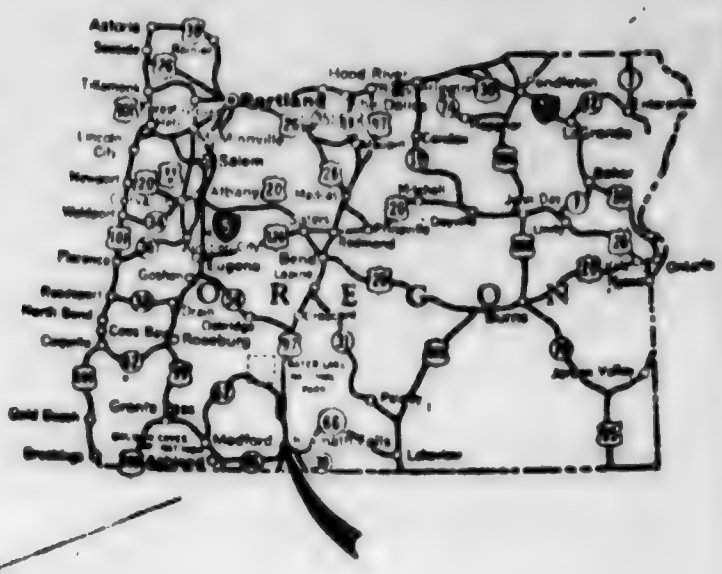
WAY DIVISION

OPOSED PROJECT

T. (KLAMATH FALLS) SEC.

REGON AVENUE)

H COUNTY



TH FALLS

ch Map

800 1600 Feet

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JAN 16 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE

APPROVED
CITY OF KLAMATH FALLS
BY MAYOR [signature]
BY RECORDER [signature]
DATE Jan. 6, 1975

REGISTERED PROFESSIONAL ENGINEER — OREGON — MAY 6, 1970 — FRED B. KLABOE

REGISTERED PROFESSIONAL ENGINEER — OREGON — JULY 7, 1972 — A. E. JOHNSON

Fred B. Klaboe — ADMINISTRATOR AND HIGHWAY ENGINEER

A. E. Johnson — DEPUTY HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Carl O. Fisher	COMMISSIONER
Robert L. Mitchell	COMMISSIONER
Robert E. Veatch	COMMISSIONER
Anthony R. Yturri	COMMISSIONER
George M. Baldwin	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DISTRICT ENGINEER — DATE

RECEIVED
COUNTY & CITY SECTION
JAN 3 1975
ENGR. C.&OR. ✓ J.E. AE RPE
UPE OE OE RPE

(T)

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

January 2, 1975

FROM: Fred Eriksen
Design Team Supervisor

SUBJECT: Tunnel St.-Biehn St.(K. Falls) Sec.
City Street (Oregon Avenue)
Klamath County

TO: MEMORANDUM TO THE FILES

The preliminary plans for the project were reviewed December 17 on the project and in Mr. Dunn's office in Klamath Falls.

Those attending were:

Bob Poole	Region Maintenance Engineer
Bryant Jackmond	Construction Field Engineer
John Gunter	District Engineer
Eldon Dunn	Resident Engineer
Gary Zehner	Urban Program Engineer
Frank Roberts	Senior Designer
Fred Eriksen	Design Team Supervisor

The following plan details were discussed and revisions proposed as follows:

1. Stage construct the first block of Oregon Avenue to Siskyou Street and detour on Siskyou Street to Trinity Street. We have investigated and found this can be done. This will eliminate having to construct detour surfacing on Tunnel Street and one block of Trinity Street as previously planned. The plans have been revised accordingly.

2. Construct frontage road on right from Tunnel Street toward Siskyou Street to serve the abutting properties, which are five feet or so below pavement grade instead of constructing driveways with grades of 16 percent or so. We have investigated this proposal thoroughly and find several factors against it. The frontage road would of necessity be located nearly against the property line to minimize the length of retaining wall required and the costs. The turning radius of passenger cars is not small enough to permit entry into the driveways that are adjacent to their neighbors property line fence. Service vehicles (light trucks) would have to head in and back out or vice versa. Pedestrian movements would be lengthened, probably a minimum of one set of stairs to the sidewalk above would be required. We recommend against the frontage road.

3. The driveway at Sta. 14+85± Lt. appears unnecessary since the newly built house has a carport that is entered from the alley to the rear of the lot. Steps may be required because of the cutbank situation. Mr. Dunn will determine what is required at this location.

4. At Sta. 15+75 there is an existing driveway that extends the length of the lot and can be served by the alley in the rear. A driveway at this location would occupy quite an area of the front yard due to the depth of cut. If a driveway is not to be built, steps may be required because of the cutbank situation. The property owner will be contacted by Mr. Dunn or our Right of Way people to determine what is required.

At 9:00 AM, December 18, 1974, Messrs. Dunn, Jackmond, Zehner, Roberts, and I met with Mr. Larry Lindstrom, Public Works Director at City Hall. We discussed the problem areas covered above and in addition the following:

1. Requested that we depress the end of the walk and curb left of Sta. 10+70± for a ramp. This has been added to the plans.

2. The subgrade cover on the sanitary sewer at Siskyou Street and clearance at the storm sewer crossing Sta. 11+80 were questioned. The cover and clearance are adequate, but some caution should be used in construction work in these areas.

3. The notification of utility adjustments required. The Utility Section advises this will be arranged as the City desires.

4. Requested that street striping and signing be included in the contract. A plan for the striping and signing will be included and City street marker signs will be relocated as an extra work item.

5. Relocation of mail boxes (2) will be covered as an extra work item.

FE:we
cc: To All Participants
D. B. Carter, FHWA
C. G. Swenson
W. G. Beard

K Falls
T.

OREGON STATE HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 27, 1974

Mr. Larry Lindstrom
Director of Public Works
City of Klamath Falls
226 S. Fifth Street
Klamath Falls, Oregon 97601

Dear Mr. Lindstrom:

Enclosed are profiles for three of the proposed driveways on the right side of Oregon Avenue between Tunnel Street and Siskiyou Street and a copy of a frontage road plan. The frontage road location, as you can see, would make the turning movements quite difficult even for passenger cars and virtually impossible for trucks of the service vehicle type.

We considered mail delivery to the houses, and pedestrians and the route they would have to use on the dead-end access and felt that at a minimum one set of steps might have to be provided which would be an additional cost. Emergency services, fire and ambulance, would be made more difficult because of the dead-end condition.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Frank E. Terpin
Final Design Engineer

FE:jh
cc: Carl Williams
E. J. Dunn
John Gunter
Gary Zehner
Fred Eriksen

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DEC 27 1974
ENGR. COOR. OE AE UE
UPE CE RE RPE

Form 81-734-3122

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET
ZIP CODE 97601

TELEPHONE 884-3161
AREA CODE 503

November 25, 1974

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COUNTY & CITY SECTION
DEC 12 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. John Gunter
District Engineer
Oregon State Highway Division
2557 Altamont Drive
Klamath Falls, Oregon 97601

RE: Oregon Avenue, Biehn to Tunnel Streets

Dear Mr. Gunter:

A request has been submitted by asking the City's Public Works Department and Planning Commission and the County's Public Works Department and Roads Advisory Committee to establish the Oregon Avenue, Biehn to Tunnel Streets project as the number one priority under the Federal Aid Urban (F.A.U.) program. The F.A.U. construction and funding priority is given with the understanding that the financing responsibilities will be shared as follows:

$43,260	+	Federal TOPICS Funds
$15,000	=	Total City and County Funds
$15,000	+	State Funds
		Balance from F.A.U. Funds

Enclosed is the F.A.U. system project request for the subject project.

The City, County, and State have mutually agreed to establish Shasta Way, East Side Bypass to South Sixth Street as the next priority after the Oregon Avenue, Biehn to Tunnel Streets project. Since the City, County, and State have agreed to establish said Shasta Way project as the number two priority for construction under the F.A.U. program, an F.A.U. system project request is also enclosed for Shasta Way, East Side Bypass to South Sixth Street.

Both the City and the County acting through their respective citizen advisory bodies have discussed and reviewed other possible projects within the F.A.U. system, but have not established priorities number three, four and five, at this time. These additional three priorities will be forthcoming.

Please be advised that the City of Klamath Falls and Klamath County approve of Oregon Avenue, Biehn to Tunnel Streets and Shasta Way, East Side Bypass to South Sixth Street as the number one and two priorities, respectively, for construction and financing under the F.A.U. funding program.

SISTER CITY
ORUA, NEW ZEALAND

Sincerely,

CITY OF KLAMATH FALLS

By _____
John O. Halvorsen, City Manager

ATTEST:

_____
Rosie Keller
Deputy City Recorder

KLAMATH COUNTY BOARD OF COMMISSIONERS

By _____
Bryant Williams
Chairman of the Board

By _____
R.A. Pyle
County Commissioner

By _____
Lloyd Gift
County Commissioner

LL:bjs

Enclosures

Approved
John L. Gunter
District Engineer
Ore State Hwy.
12-5-74

Approved this 11 day of December 1974.

OREGON STATE HIGHWAY DIVISION

_____ Regional Engineer

FORM 81.734.3030

T/FAU

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

November 18, 1974

FILE:CON 9

FROM: David S. Fenton
Regional Federal Aid Engineer

TO: John L. Gunter
District Engineer

SUBJECT: Project Priority List
Project Application
Klamath Falls Urban Area

Enclosed is a letter from Gary Zehner, County/City Unit, concerning the Tunnel St.-Biehn St. project. You and I discussed this matter, and the need for a project priority list, with City and County Officials at our meeting in Klamath Falls on October 30th, of course, and I know that they fully understood what was required of them. I would hope that their revised map, project priority list, and project application form(s) are nearly ready to submit to us.

I would appreciate it if you would check once more on the progress of these items, and let me know if they will be completed later than November 30th. It might be a good idea to remind the officials involved that the project priority list and the project application form(s) have the highest priority, and need to be completed as soon as possible. Thanks.

DSF:pw

cc: G.E.Zehner

Enclosure

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(1)

SALEM, OREGON
November 15, 1974

TO: Mr. C. M. Williams
Region IV Engineer
Bend

Attention: Mr. Dave Fenton

RE: TOPICS Project T-5015(5)
Tunnel Street-Biehn Street
City of [redacted]

TOPICS Project T-5029(1)
Tenth Street Bridge
City of The Dalles

FROM: Gary E. Zehner
Urban Program Engineer
County-City Unit

The TOPICS funds remaining in Klamath Falls and The Dalles are insufficient to construct the subject TOPICS Projects. Both cities have indicated a desire to apply a portion of their Federal Aid Urban System funds to their project.

Prior to the expenditure of FAUS funds on a project, we must be assured that each entity of government within the Klamath Falls and The Dalles urban areas concur that FAUS funds should be spent on these projects.

Please contact the appropriate local officials in both urban areas and instruct them to submit documentation, signed by the local elected officials, indicating their approval of the expenditure of FAUS funds on these projects. An official request to apply FAUS funds to the TOPICS project in each urban area is also required.

GEZ:sr

cc: L. W. Rulien

[redacted]

Rev. 5/28/74

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DEC 12 1974
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date November 12, 1974

Applicant Agency City of Klamath Falls
Federal Aid System Route No. 2363 Route Name Oregon Avenue
Project Name Oregon Avenue, Biehn Street to Tunnel Street

Project Length 1175 feet Project Location (Attached sketch map)
Project Description Grading to improve the existing sight distances, subsurface drainage to improve and handle the storm runoff, pave a 44 foot wide section with asphaltic concrete complete with P.C.C. curbs and sidewalks.

Average Daily Traffic 4800 (1971) Design Speed Posted for 25 MPH & 30 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 22 feet Travel Lanes two 11 foot Shoulders 1
Medians N/A Parking Outside the existing traveled portion.
Sidewalks
Other

2. Desired Roadway Cross Section: (Attach sketch)

Width 44 feet Travel Lanes two 12 foot Shoulders N/A
Medians N/A Parking two 10 foot
Curbed Yes Length Curb Radii 15 & 20 feet
Sidewalk/Bikeway 5 foot sidewalks
Other

FOOTNOTES:

Description of Proposed Roadway Work Grading, bituminous base, asphaltic concrete pavement, subsurface drainage and sidewalks.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 100 feet Minimum 100 feet Maximum 100 feet

2. Will Additional Right-of-Way Be Needed? No Explain _____

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? _____

4. Will applicant acquire right-of-way and have State review negotiations? Yes _____ No _____

5. Should State negotiate and acquire right-of-way in behalf of applicant?

6. Should State prepare options? Yes _____ No _____

7. Is a public hearing necessary? Advertised in the local newspaper with negative response.
(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business? No If so, explain _____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? Yes
If so, explain Provide improved access to Conger Park, three blocks south.

III. TRAFFIC CONTROL DATA

1. Existing Signalization: Stop signs located at Biehn and Oregon Avenue, Lakeview Street and Oregon Avenue, Modoc and Oregon Avenue, Siskiyou and Oregon Avenue

2. Proposed Signalization:

Location None
Type _____
Phases _____
Type of Suspension _____

Interconnected

Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? To be included in the project.

4. Permanent Striping:

Include in project or by applicant? To be included in the project.

IV. ILLUMINATION DATA

1. Present Illumination and Location: 7000 lumen mercury vapor located at NE & SW corners of Biehn and Oregon Avenue, 7000 lumen mercury vapor located NW corner Modoc & Oregon Ave., 7000 lumen mercury vapor located NE corner Siskiyou and Oregon Avenue.
2. Proposed Illumination:

Location None

Type

V. STRUCTURE DATA

1. Existing Structure:

Location 16+00 - 16+55

Type 3" thick concrete retaining wall

Size

To Remain in Place? No

2. Proposed Structure:

Location N/A

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired? Yes, combination sidewalk & bikeway

Are any utilities to be attached to structure?

FOOTNOTES: Sidewalks required for school access, school located on Siskiyou south of Oregon Avenue.

Are provisions for illumination desired?

Are there any unusual or complicating conditions? No

VI. RAILROAD DATA Not applicable

1. Are there any railroad crossings? Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of tracks: Mainline Siding Total
Angle of Intersection
Sight distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections

2. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ 151,000
Right-of-Way Costs (If participating)	-0-
Traffic Control	-0-
Illumination	-0-
Structures	-0-
Railroad	-0-
Other	
Preliminary Engineering	15,000
PROJECT TOTAL	$ 166,000

FOOTNOTES: This project has been under consideration by the City for approximately eight years.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Klamath Falls, Oregon
By
Director of Public Works

Klamath County
Public Works Department
By
Director of Public Works

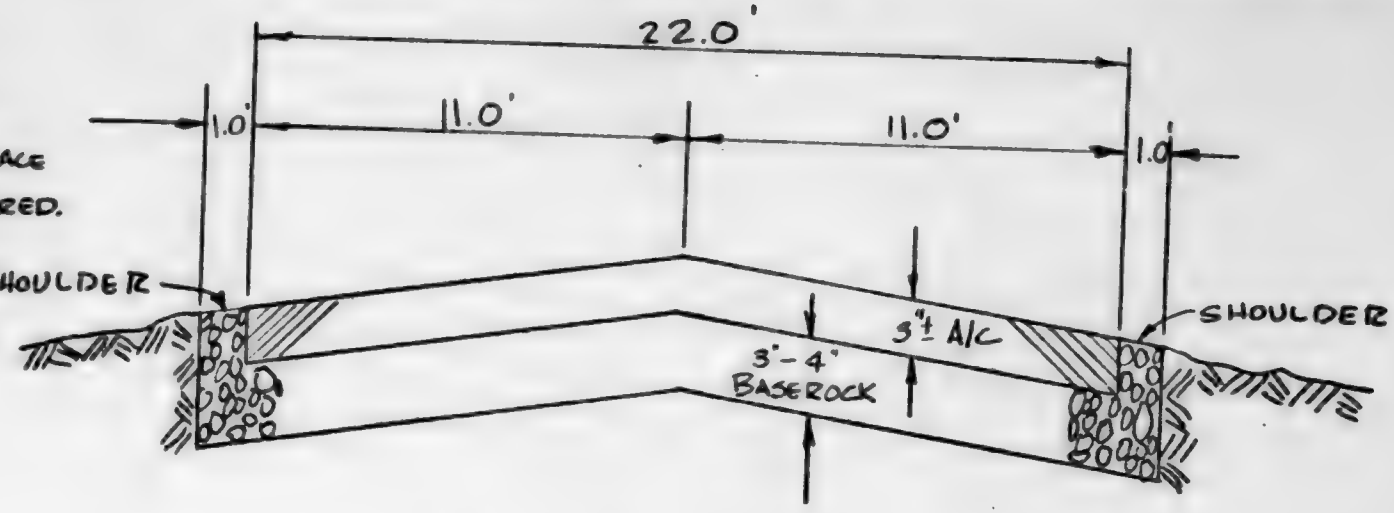
CITY OF KLAMATH FALLS, ORE.

VICINITY MAP

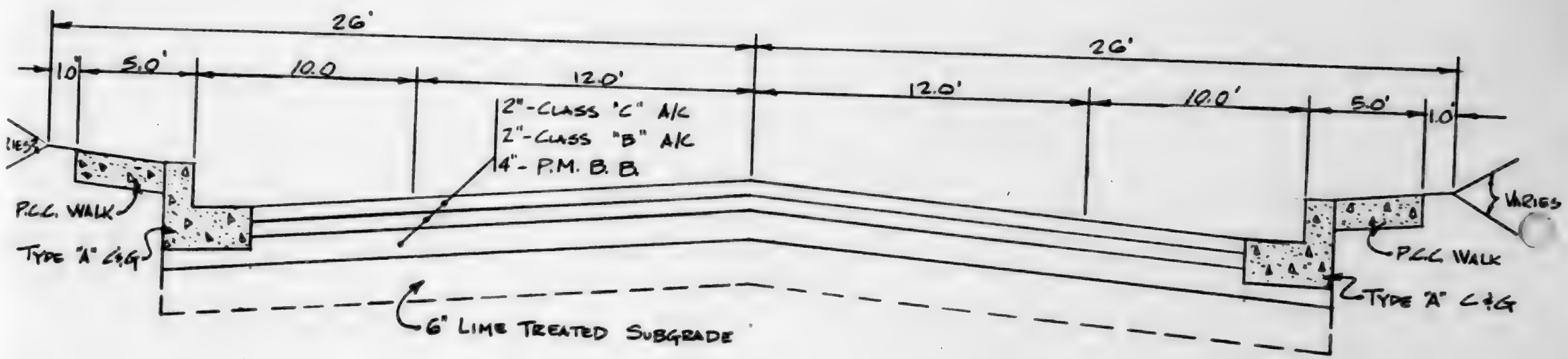
OREGON AVENUE

Tunnel St. to Biehn St.

NOTE:
EXISTING A/C SURFACE
IS BADLY ALLIGATORED.



EXISTING SECTION



PROPOSED SECTION

OREGON AVE. - TUNNEL ST. to BIEHN ST.

(T)

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET
ZIP CODE 97601

TELEPHONE 884-3161
AREA CODE 503

October 22, 1974

Mr. Gary Zehner
County-City Section
Oregon State Highway Division
405 State Highway Building
Salem, Oregon 97310

RE: Oregon Avenue, Biehn to Tunnel

Dear Mr. Zehner:

As per your request, enclosed is a copy of our Standard Drawing No. G-1, standard curb and gutter. Should you have any questions regarding this drawing, please do not hesitate to contact me.

Sincerely,

Larry Lindstrom, P.E.
Director of Public Works

LL:bjs

Enclosure

cc: J. H. Versteeg
w/attn.

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OCT 23 1974
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☑ UPE ☐ CE ☑ RE ☑ RPE ☐

SISTER CITY
ROTORUA, NEW ZEALAND

Street with 15' R. Returns
A = 16T² + 3(W-3)

2W = 3' UNLESS
OTHERWISE SPECIFIED

E.C.R.

B.C.R.

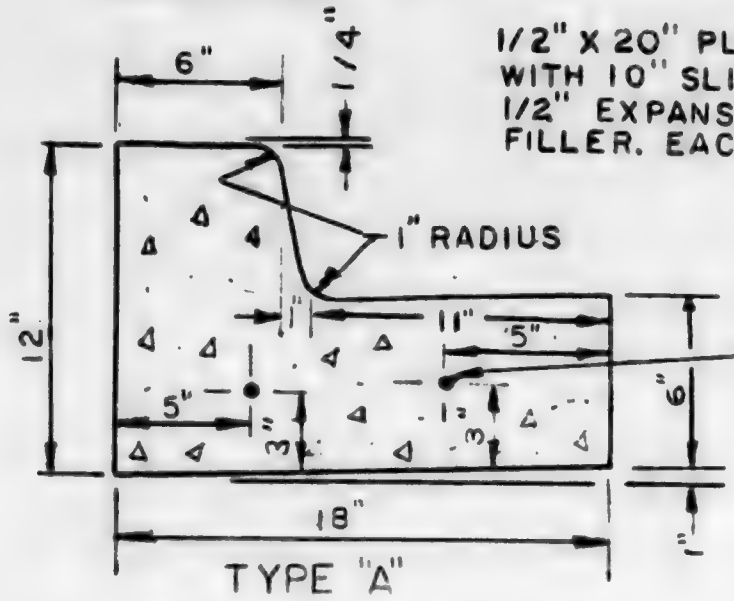
FLOW LINE HERE IF
GRADE WILL PERMIT

PAY AREA (Shaded)

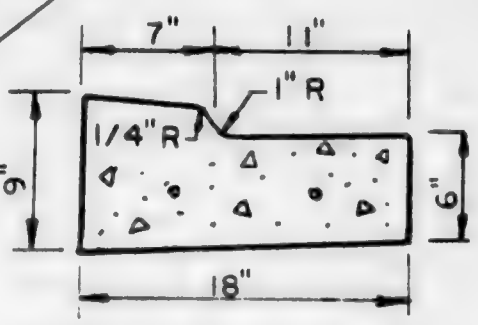
Pay Area:			
36' Street	~15' Radius	= 266 sq.ft.	
36' "	~20' "	= 363 "	
41' "	~15 "	= 281 "	
41' "	~20 "	= 378 "	

SPECIFIED ON PLANS
CROSS GUTTER

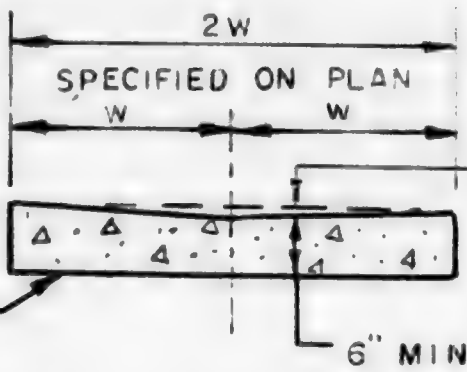
1/2" X 20" PLAIN BAR DOWELS
WITH 10" SLIP SLEEVES
1/2" EXPANSION JOINT
FILLER. EACH 30 FEET.



TYPE "A"
STANDARD CURB & GUTTER
SCALE:
1 1/2" = 1'-0"



DRIVEWAY SECTION
SCALE: 1" = 1'-0"



(3' MIN.) OTHERWISE SPEC.

STANDARD CROSS GUTTER

RECEIVED
COUNTY & CITY SECTION
OCT 23 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

NOTE:
(1) Class "A" conc. shall attain a minimum design strength of 3000 psi in 28 days.
(2) Contraction joints each 10 ft. centered between Expansion joints.

CITY OF KLAMATH FALLS

NO.	DATE	REVISION
D.C.	10-10-73	Note (2)
D.L.	8-6-74	Exp. Joints @ 30' Slip Sleeves

STANDARD CURB & GUTTER

BY J.O'B.
DATE 2/10/67
APPROVED: 2/10/67
BY: CITY ENGINEER
DRAWING NO. G-1

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-11-74

FEDERAL AID PROJECT NO.: T-2015(5)

STATE PROJECT NO.: TUNNEL STREET-BIEHN ST. (KLAMATH FALLS) SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: T-80

COUNTY NAME: KLAMATH

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
SEP 13 '74
REFER TO
Hunter
FOR
Info | Sec'y | R/W | D/R | Sign | Act | File
Act ✓

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	SEPTEMBER 11, 1974	TYPE 11	CITY STREETS

GENERAL LOCATION:

CITY OF KLAMATH FALLS

GENERAL DESCRIPTION OF WORK:
AS REQUESTED IN MR. RULIEN'S AUGUST 23, 1974 LETTER YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [X] PREPARATION

- [ ] OTHER (Specify)

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

RECEIVED
SEP 13 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 13 1974
PROJECT SECTION

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-11-74	Ward E. Wood	for DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Send Copy O.K. Let's do. J. Lindstrom 9-16-74

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

September 6, 1974

FILE:

FROM: Carl M. Williams
Regional Engineer

TO: L. W. Rulien
Project Management Engineer
SALEM

SUBJECT: Proposal of City of K. Falls to do Contract Engineering on Federal Aid Urban Projects

The specific project at hand is the Tunnel Street-Biehn Street section of Oregon Avenue.

I met Mr. Larry Lindstrom, Public Works Director for the City of Klamath Falls, on September 4, 1974. Mr. E. J. Dunn was at this meeting.

E. J. and I explained what steps the City would have to take to fulfill OSHD specifications and FHWA regulations for the expenditure of FAU monies.

Although I expect that the procedures could be streamlined in time, on the first projects the City forces would act in the same capacity and within the same constraints as an OSHD Resident Engineer.

The various procedures and reports were outlined, such as weekly reports, monthly estimates, EEO Compliance regulations, etc.

Mr. Lindstrom sketched in the City's capabilities and resources for doing the contract Engineering work. Mr. Lindstrom is a Registered Professional Engineer. He has 2 capable draftsmen working for him, a street inspector, and a 3-man survey crew. In my judgment, the construction staking and preliminary work could be easily done by this crew.

The inspection, compaction testing, materials testing would require much more effort than the City presently exerts on their own projects.

E. J. Dunn suggested that Region set up an inspector's school for City and County representatives this winter and certify persons to run the various construction tests.

The City paperwork is similar to OSHD, but not as voluminous. I feel that with E. J. Dunn serving as liaison and advisor, the City could accomplish the paper requirements of the job.

The City would also have to acquire certain testing equipment in time, but we would assist them in this first effort. Our Salem lab would, of course, process tests submitted from the City the same as from any other Resident Engineer.

I told Mr. Lindstrom that if he decided to go for the construction job, to let me know and the City-State Project Agreement would be prepared covering the new arrangement.

NOTED
D. E. SWAN

CMW:mr
cc: E. J. Dunn

8125

August 23, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM A. E. Johnson
Deputy State Highway Engineer

SUBJECT Hearing Certification for Project T-5015(5)
Tunnel St.-Biehn St. (Klamath Falls) Sec.
Oregon Avenue (FAP Type II)
Klamath County

I certify in behalf of the Oregon State Highway Division that the opportunity to request a corridor/design hearing was afforded the public through publication in appropriate news media on the 12th and 18th of July, 1974 relative to the proposed highway project on the Tunnel Street-Biehn Street (Klamath Falls) Section of Oregon Avenue (FAP Type II) in the City of Klamath Falls and that no requests for a hearing were received as of August 5, 1974, the time limit for filing a request.

I further certify that the Highway Division and the City of Klamath Falls have considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

JG:pr

cc: F. B. Klaboe
E. S. Hunter
L. W. Rulien
V. D. Wolfe
J. H. Versteeg
H. S. Cox
D. E. Swan
B. L. Gifford

ENGR. ☐ CO
☐ UPE ☐ CE ☐ RE ☐

RESOLUTIO AUTHORIZING THE MAYOR AND REC ER TO ENTER INTO AN AGREEMENT FOR CONSTRUCTION OF OREGON AVENUE BETWEEN BIEHN STREET AND SISKIYOU STREET USING TOPICS FUNDS.

WHEREAS, the City of Klamath Falls has previously endorsed a Federal, State, City traffic operations program to increase the capacity and safety of City streets, which program is referred to as the TOPICS PROGRAM: and

WHEREAS, it is the desire of the City of Klamath Falls to implement the construction of a widened street section improved to urban standards between Biehn Street and Siskiyou Street; and

WHEREAS, it is the desire of the City of Klamath Falls to initiate and construct said project via the TOPICS PROGRAM;

NOW THEREFORE, THE CITY OF KLAMATH FALLS RESOLVES AS FOLLOWS

Section 1.

That the City Engineer is hereby directed to submit a Topics project request to the Oregon State Highway Commission for the construction of Oregon Avenue between Biehn Street and Siskiyou Street.

Section 2.

That the Mayor and Recorder are hereby authorized to enter into an agreement with the Oregon State Highway Commission for the construction of said Topics Project.

Passed by the Common Council of the City of Klamath Falls, Oregon, this 4th day of May, 1972.

Presented to the Mayor and by him approved and signed this 5th dya of May, 1972.

Mayor

ATTEST:

Recorder

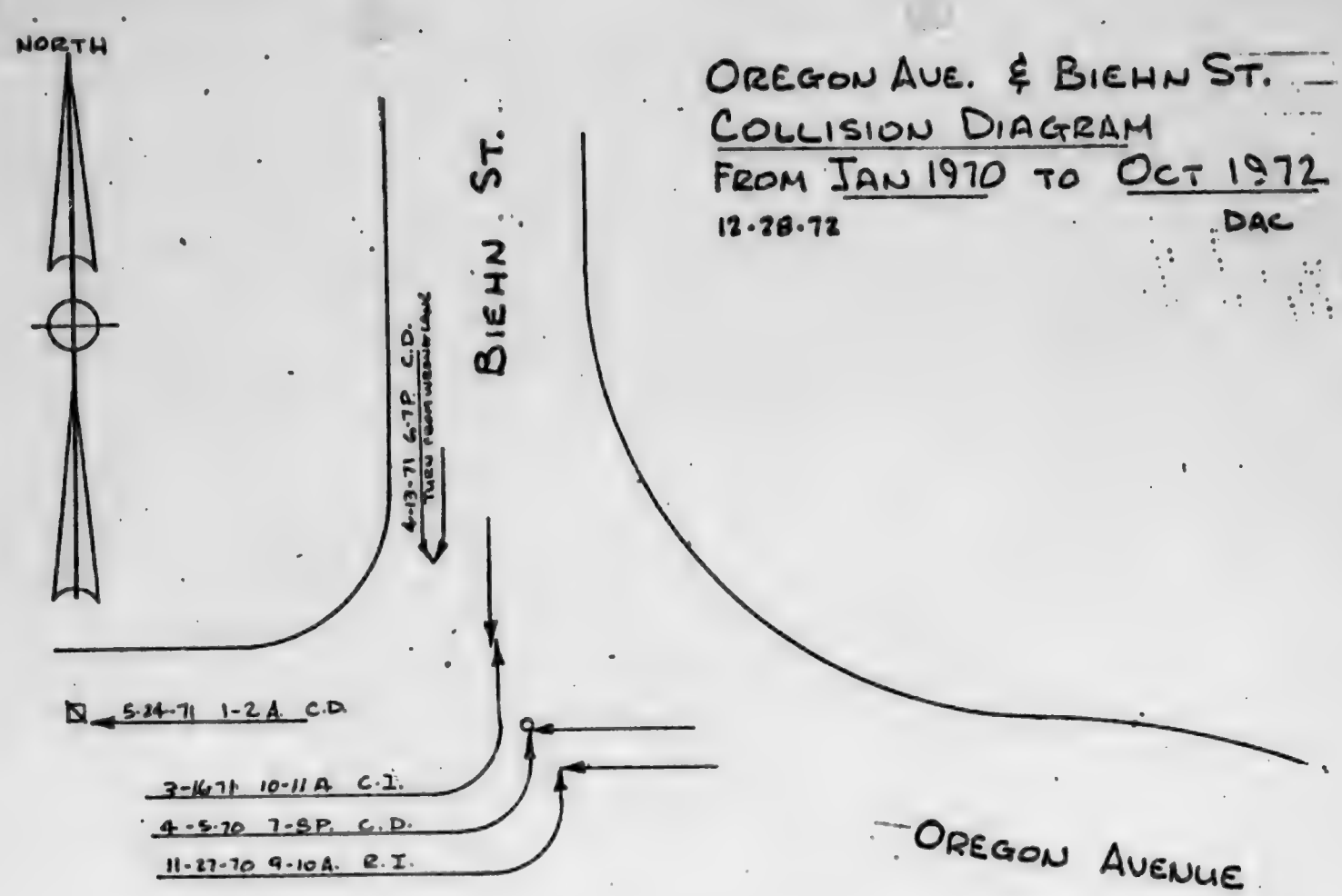
STATE OF OREGON,
COUNTY OF KLAMATH, SS.
CITY OF KLAMATH FALLS.

I, Rosie Keller, Recorder for the City of Klamath Falls, Oregon, do hereby certify that the above and foregoing is a true and correct copy of a resolution duly adopted by the Common Council of the City of Klamath Falls, at a regular meeting held on the 4th day of May, 1972, and thereafter approved and signed by the Mayor and attested by the Recorder.

Rosie Keller
Recorder

OREGON AVE. & BIEHN ST. — COLLISION DIAGRAM FROM JAN 1970 TO OCT 1972

12-28-72 DAC



LEGEND

PATH OF MOVING MOTOR VEHICLE
PEDESTRIAN PATH
FATAL ●
NON FATAL ○
REAR END COLLISION
PARKED VEHICLE ☒
FIXED OBJECT □
OVERTURNED
OUT OF CONTROL
SIDESWIPE

TIME A-AM P-PM
PAVEMENT D-DRY I-ICY W-WET
WEATHER C-CLEAR F-FOG R-RAIN SL-SLEET S-SNOW

ACCIDENT SUMMARY	DAYLIGHT				NIGHT				TOTALS			
CLASSIFICATION BY TYPES	FATAL	NON FATAL	PROP. DAMAGE	TOTAL	FATAL	NON FATAL	PROP. DAMAGE	TOTAL	FATAL	NON FATAL	PROP. DAMAGE	TOTAL
APPROACHING AT RIGHT ANGLES			1	1			1	1			1	1
APPROACHING SAME DIRECTIONS						1		1		1	1	2
APPROACHING OPPOSITE DIRECTIONS			1	1								
PEDESTRIAN ACCIDENTS							1	1			1	1
FIXED OBJECT ACCIDENTS												
OTHER ACCIDENTS												
TOTALS			2.	2		1	2	3		1	4	5

RECEIVED
COUNTY & CITY SECTION
JAN 18 1973
☐ ENGR. ☐ COUR. ☐ CE ☐ TE ☐ EE
☐ TCE ☐ CE ☐ RE ☐ 2PE

OREGON AUE & SISKIYOU ST.
COLLISION DIAGRAM
FROM JAN 1970 TO OCT 1972

12-28-72 DAC

RECEIVED
COUNTY & CITY SECTION
JAN 18 1973
☐ ENGR. ☐ CoDR. ☐ DE ☐ AE ☐
☐ UPE ☐ CE ☐ RE ☐ ☐

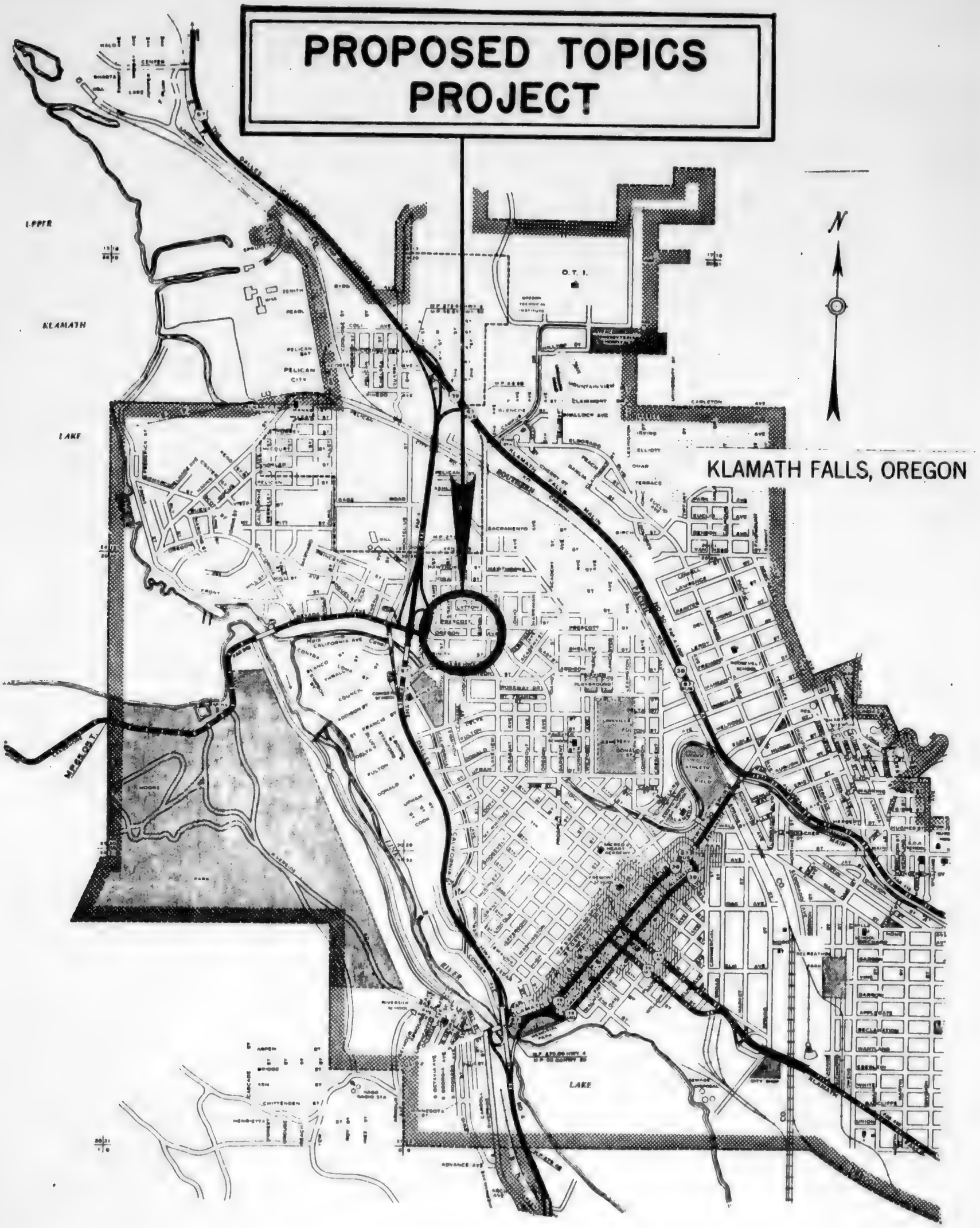
LEGEND

PATH OF MOVING MOTOR VEHICLE
PEDESTRIAN PATH
FATAL
NON FATAL
REAR END COLLISION
PARKED VEHICLE
FIXED OBJECT
OVERTURNED
OUT OF CONTROL
SIDESWIPE

TIME ___ A-AM P-PM
PAVEMENT- D-DRY I-ICY W-WET
WEATHER- C-CLEAR F-FOG R-RAIN SL-SLEET S-SNOW

ACCIDENT SUMMARY	DAYLIGHT				NIGHT				TOTALS			
CLASSIFICATION BY TYPES	FATAL	NON FATAL	PROP. DAMAGE	TOTAL	FATAL	NON FATAL	PROP. DAMAGE	TOTAL	FATAL	NON FATAL	NON FATAL	TOTAL
APPROACHING AT RIGHT ANGLES		1	2	3						1	2	3
APPROACHING SAME DIRECTIONS						1	1	2		1	1	2
APPROACHING OPPOSITE DIRECTIONS												
PEDESTRIAN ACCIDENTS							1	1			1	1
FIXED OBJECT ACCIDENTS												
OTHER ACCIDENTS												
TOTALS		1	2	3		1	2	3		2	4	6

PROPOSED TOPICS PROJECT



Klamath Falls, Oregon
Herald & News
(cir. D. 16,713)

AUG 15 1974

Allen's P. C. B Est. 1888

Oregon Avenue Project Delayed

The much delayed $150,000 project for improvement of Oregon Avenue from Tunnel to Biehn streets will not get under way for another year, according to information from the State Highway Division.

Bids for the project, which has been in the works for a number of years, will not be sought by the Highway Division for about seven months, Gary Zehner, urban projects engineer for the division in Salem, said. The state advertises for bids on the improvement because it is to be funded mainly from federal funds administered by the Highway Division.

Zehner explained the steps that must be taken before the state can go out to bid on the project. The Highway Division recently received a letter from the City of Klamath Falls indicating that it had advertised for a public hearing on the project and none had been requested.

This, he said gives the division the go-ahead to seek location and design approval of the project from the Federal Highway Administration. This will take about two to four weeks.

After that the division must prepare plans, specifications and estimates for the project. This could take three to four months, he said.

Then the division must advertise for bids on the project for three weeks. After that it has a month to decide to whom the contract will be awarded. Then, assuming the contractor can begin immediately, the project will get under way.

That's at least seven months from now, or March, before the bids could be sought. Presumably construction could not get under way until the weather cleared up.

During this time the city's Federal Aid Urban Street Plan must be approved so the city can qualify for the Federal Aid Urban funds needed for the project. The plan has been submitted to the Highway Division but has not yet been okayed by the Federal Highway Administration according to Zehner.

The city public works department was hopeful that construction on the project could get under way this season.

The project is being funded, according to public works department, about 78 per cent with funds from the now defunct federal TOPICS program and the current Federal Aid Urban program. The city and the state assume about 11 per cent apiece of the project costs.

RECEIVED
COUNTY & CITY SECTION
SEP 1? 1974
☑ ENGR. ☐ COOR. ☑ DE ☒ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☑ RPE ☐

(from Bend, Reg Engr's Office)

8-14-74 1140

8-14-74

LANE CREASON
HERALD & NEWS
KLAMATH FALLS

Mr. Creason called re: Tunnel St. - Biehn St. section of Oregon Ave. requesting status and projected sequence to contract.

Told him City had obtained a hearing with no response so we are seeking location/design approval of the project. Will take 3-4 months to contract est. $150,000 - 50% urban $46,000 TSP's remainder State & City. City must have an approved Urban System & Boundary prior to seeking approval of Urban Funds for this project. State to prepare plans, etc.

J.E.Z

8125

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
5-66		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT	COUNTY
3	(PPM 21-7)	Klamath
	5-10-74	PROJECT NO.
		T-5015(5)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St. Oregon Ave. (Klamath Falls) from Tunnel St. to Biehn St.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING Field Work	4-10-73	0.20
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER (Specify)		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,000	$3,178

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. F. Smith
for G. L. Green (Division Engineer)

Date executed by Division Engineer May 10, 1974

Form PR-2 (Rev. 9-73)

Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

FISCAL YEAR 1975 URBAN SYSTEM ALLOCATION

SMALL URBAN AREAS

March, 1974

Urban Area	July, 1973 Population	% of Total	Federal Funds
Albany	21,440	6.1451	$ 97,804
Ashland	14,400	4.1273	65,689
Astoria	10,580	3.0324	48,263
Baker	9,480	2.7171	43,245
Bend	15,560	4.4598	70,981
Coos Bay	22,545	6.4618	102,844
Corvallis	39,750	11.3931	181,330
Cottage Grove	6,500	1.8630	29,651
Dallas	7,275	2.0852	33,187
Forest Grove	9,620	2.7573	43,884
Grants Pass	13,200	3.7834	60,215
Klamath Falls	32,610	9.3466	148,758

Oregon State Highway Division

Federal-aid Project
No. T-5015(5)

TUNNEL ST.-BIEHN ST. (KLAMATH FALLS) SECTION

CITY STREET IN KLAMATH COUNTY

Salem, Oregon, May 6, 1974

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$5,000.00
	Total	$5,000.00

Length of Project - - - 0.20 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E. (Field Work)	$ 5,000.00	$ 3,178.00	$ 911.00	$ 911.00
Retain in Program				
P.E. (PS&E Preparation)	1,000.00	630.00	185.00	185.00
Contract Work	72,000.00	45,700.00	13,150.00	13,150.00
Total	$78,000.00	$49,508.00	$14,246.00	$14,246.00

Prefix: 18-0604

Group 1 - 100%

8125

J

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

May 3, 1974

To: ~~F I L E~~

SUBJECT: Tunnel Street-Biehn Street Section
Klamath Falls

NOTED
E. S. HUNTER

cc Wolfe
Rueben
Schedule for early "75"
5-7-74

On Thursday, May 2, accompanied by Region personnel, I met with Mayor Veatch and Roger Tutty, Director of Public Works, to discuss the subject section based on Mr. Tutty's letter of April 18 and my response of May 1.

It was the desire of Mayor Veatch and Mr. Tutty that plans be prepared on the subject section with a 44-foot street width. I agreed. Mr. Tutty in his letter had raised the question of an existing 6-inch drain pipe and a 10-inch cross drain that we were perpetuating. His concern was that this actually is inadequate and that he hated to have it left in place under the rebuilt street. I agreed that we would incorporate in the design adequate drainage to replace the inadequate.

It developed during the conversation that Klamath County has budgeted $15,000 to assist the City in paying its share of the project. Mayor Veatch is concerned that if this $15,000 is not committed prior to July 1, it may be lost. He verbally explored the possibility of going to contract and paying the contractor with warrants to be reimbursed when all the steps have been covered so that Federal-aid and State participation can become a reality. I indicated that my belief was that all steps had to be covered prior to award of contract if Federal participation was to be expected. I reiterated what I had said in my letter to Mr. Tutty; i.e., that I felt it was only a question of reality that the 1975 construction season was the best that we could hope for. Both the Mayor and Mr. Tutty agreed that the street should not be torn up through a winter season. I advised the Mayor that I would ask County-City to explore this financial procedure with them. I advised that I was not qualified to discuss the ramifications of this procedure but would offer them no hope that it could be accomplished as the Mayor was thinking.

The meeting ended amicably.

RECEIVED
MAY 6 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Victor D. Wolfe
Location Engineer

VDW:mc

cc E. S. Hunter H. S. Cox Carl Williams W. N. Hackleman

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 1, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED
E. S. HUNTER

RECEIVED
MAY 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. Roger H. Tutty, P.E.
Director of Public Works
City of Klamath Falls
226 S. Fifth Street
Klamath Falls OR 97601

Dear Mr. Tutty:

Re: Tunnel Street-Biehn Street Section

In reply to your communication of April 18 to Mr. Hunter, I have had the plans reviewed and will attempt to answer your questions sequentially.

1. $1,035.00, flagging, entered twice. Estimate would be revised downward in this amount.

2. Locating Engineer's narrative accompanying the job when submitted to Salem indicated that the Director of Public Works had requested transite pipe. This will be brought to the attention of the Road Design Section so that it can be reflected in the plans and specifications.

3. Our estimate included 19 approaches with a 10 percent allowance added, making a total of 21. Subsequent investigation revealed an additional driveway into the service station left of Station 19+75 which was not on the detail map or included in the material forwarded to you. This would raise the total to 20 approaches, net. The original Alternate 2 had 14 approaches with one extra allowed for a total of 15. This alternate featured the use of a retaining wall and frontage road which required only 15 road approaches connecting to the street. Since we proposed to eliminate the retaining wall and frontage road, there seems

to be no conflict between the two estimates. Since the project itself is a city street, street intersections were not included in the field estimate or the revision of the project in the Salem office. If included there would be six additional.

4. Based on a discussion with Commissioner Veatch, Mr. Hunter instructed his people to redesign the project to reduce the cost as much as possible. Therefore, the 44-foot section as prepared in the field was reduced to 40 feet by narrowing the parking from 10 to 8 feet. Further reduction in the estimated cost was achieved by connecting the driveways directly to Oregon Avenue, thus eliminating the frontage road with its attendant retaining wall.

5. Curb returns can be terminated at the right of way line with a 36-foot width and a transition to the existing street curb-to-curb width.

6. The grade was revised (lowered from Station 13+00 to Station 16+25 and raised from Station 16+25 to Station 19+50) to eliminate blind spots. This grade change allows for use of the existing storm sewer from Station 17+50 to the easterly end of the project. The existing 6-inch drain pipe was extended to a proposed manhole and fed to the existing 10-inch cross drain.

Your plan as submitted estimated a savings of $14,800. Correcting for the flagging which was entered twice, this should be $14,800 plus ($1,035 x 25%) or $16,000.

You further suggest we revise our proposal back to a 44-foot curb-to-curb section and delete the retaining wall and frontage road. The savings realized by eliminating the retaining wall and frontage road was estimated at $1,350. The retaining wall and frontage road cost about $5,900; this is offset by approximately $4,550 if separate driveways are built.

It is estimated this proposal would increase the price of the project $14,700 for a total of $150,550. $43,260 of Federal TOPICS money is available for this project. This must be matched with $14,370 by the City and a like amount by the State. This gives a total funding under the TOPICS program of $72,000. This would leave a balance of $79,000 to be funded under the FAUS program.

Of this amount $62,000 would be Federal, matched by $8,500 City, and a like amount by the State. This means that the City must commit, based on the estimated cost of the project, $22,870 of its funds to the project. The saving to the City on the down-scoped project as previously submitted to you would be $1,500.

If the proposed urban system allocation is approved by the Transportation Commission and the Federal Highway Administration, Klamath Falls would have available approximately $286,000.

Before this project could qualify for urban funds, the City must establish the urban boundary and system realignment and receive approval at the State and Federal levels.

I am certain that you are aware of the necessity to conform to all requirements including the hearing procedures, draft EIS, et cetera, in order to qualify for Federal funds. It would be our estimate that this will mean the earliest construction date possible would be the summer of 1975.

Very truly yours,

Victor D. Wolfe
Location Engineer

VDW:mc

cc E. S. Hunter

bc H. S. Cox
Carl Williams

FISCAL YEAR 1974 URBAN SYSTEM ALLOCATION
May, 1974

OREGON'S FY 1974 URBAN SYSTEM APPORTIONMENT		$6,536,083
Less 1½% HPR FUNDS	$98,041	
½% PR FUNDS	32,680	130,721
TOTAL		$6,405,362
*LESS ALLOCATION OF FUNDS ATTRIBUTABLE TO PORTLAND URBANIZED AREA (OVER 200,000 POP.)		3,780,303
FUNDS AVAILABLE TO BALANCE OF STATE		$2,625,059

Urban Area	Federal Population	Percent of Total	Fund Allocation
EUGENE	139,255	25.4107	$ 667,046
SALEM	93,041	16.9777	445,675
25 SMALL URBAN AREAS	315,722	57.6116	1,512,338
	548,018	100.0000	$2,625,059

*CITY OF PORTLAND'S FAIR & EQUITABLE ALLOCATION OF PORTLAND URBANIZED AREA ALLOCATION:

$$\frac{\text{City of Portland Population } 382,619}{\text{Portland Urbanized Area Population } 751,756} = 50.8967\%$$

50.8967% x $3,780,303 = $1,924,049

FISCAL YEAR 1974 URBAN SYSTEM ALLOCATION

SMALL URBAN AREAS

May, 1974

Urban Area	July, 1973 Population	% of Total	Federal Funds
Albany	21,440	6.1451	$ 92,935
Ashland	14,400	4.1273	62,419
Astoria	10,580	3.0324	45,860
Baker	9,480	2.7171	41,092
Bend	15,560	4.4598	67,447
Coos Bay	22,545	6.4618	97,724
Corvallis	39,750	11.3931	172,302
Cottage Grove	6,500	1.8630	28,175
Dallas	7,275	2.0852	31,535
Forest Grove	9,620	2.7573	41,700
Grants Pass	13,200	3.7834	57,218
Klamath Falls	32,610	9.3466	141,352
La Grande	10,380	2.9751	44,994
Lebanon	7,810	2.2385	33,854
McMinnville	12,250	3.5111	53,100
Medford	32,780	9.3954	142,090
Monmouth	5,830	1.6710	25,271
Newberg	8,020	2.2987	34,764
Newport	5,650	1.6194	24,491
Ontario	7,400	2.1210	32,077
Pendleton	13,750	3.9410	59,601
Roseburg	15,360	4.4025	66,580
St. Helens	6,710	1.9232	29,085
The Dalles	10,980	3.1471	47,595
Woodburn	9,015	2.5839	39,077
TOTALS	348,895	100.0000	$1,512,338

NOTE: Above funds allocated to small Urban Areas on per capita basis using latest State population figures as proposed by League of Oregon Cities.

FISCAL YEAR 1975 URBAN SYSTEM ALLOCATION
May, 1974

OREGON'S FY 1975 URBAN SYSTEM APPORTIONMENT		$6,685,964
Less 1⅓% HPR Funds	$100,289	
¼% PR Funds	33,429	133,718
TOTAL		$6,552,246
*LESS ALLOCATION OF FUNDS ATTRIBUTABLE TO PORTLAND URBANIZED AREA (OVER 200,000 Pop.)		3,866,990
FUNDS AVAILABLE TO BALANCE OF STATE		$2,685,256

Urban Area	Federal Population	Percent of Total	Fund Allocation
EUGENE	139,255	25.4107	$ 682,342
SALEM	93,041	16.9777	455,895
25 SMALL URBAN AREAS	315,722	57.6116	1,547,019
	548,018	100.0000	$2,685,256

*CITY OF PORTLAND'S FAIR & EQUITABLE ALLOCATION OF PORTLAND URBANIZED AREA ALLOCATION:

$$\frac{\text{City of Portland Population}}{\text{Portland Urbanized Area Population}} = \frac{382,619}{751,756} = 50.8967\%$$

50.8967% x $3,866,990 = $1,968,170

FISCAL YEAR 1975 URBAN SYSTEM ALLOCATION

SMALL URBAN AREAS

May, 1974

Urban Area	July, 1973 Population	% of Total	Federal Funds
Albany	21,440	6.1451	$ 95,066
Ashland	14,400	4.1273	63,850
Astoria	10,580	3.0324	46,912
Baker	9,480	2.7171	42,034
Bend	15,560	4.4598	68,994
Coos Bay	22,545	6.4618	99,965
Corvallis	39,750	11.3931	176,253
Cottage Grove	6,500	1.8630	28,821
Dallas	7,275	2.0852	32,258
Forest Grove	9,620	2.7573	42,656
Grants Pass	13,200	3.7834	58,530
Klamath Falls	32,610	9.3466	144,594
La Grande	10,380	2.9751	46,025
Lebanon	7,810	2.2385	34,630
McMinnville	12,250	3.5111	54,317
Medford	32,780	9.3954	145,349
Monmouth	5,830	1.6710	25,852
Newberg	8,020	2.2987	35,561
Newport	5,650	1.6194	25,053
Ontario	7,400	2.1210	32,812
Pendleton	13,750	3.9410	60,968
Roseburg	15,360	4.4025	68,108
St. Helens	6,710	1.9232	29,752
The Dalles	10,980	3.1471	48,686
Woodburn	9,015	2.5839	39,973
TOTALS	348,895	100.0000	$1,547,019

NOTE: Above funds allocated to small Urban Areas on per capita basis using latest State population figures as proposed by League of Oregon Cities.

CITY OF KLAMATH FALLS, OREGON

228 SO. FIFTH STREET
ZIP CODE 97601

TELEPHONE 884-3161
AREA CODE 503

April 18, 1974

4-23-74
Woolbe
R/W
E&M

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RE: Tunnel Street-Biehn Street section of Oregon Avenue

Dear Mr. Hunter:

This will acknowledge receipt of the report, estimate and plan profile sheets for the subject project which were referred to this office by Mayor Veatch. A review has been made and appropriate comments have been received from both Klamath County and the local office of Oregon State Highway Division. Comments have been indicated on the copy of the documents which are enclosed.

With respect to the estimate, it was noted that $1,035.00 for flagging has been included twice. Also, it would appear that the project calls for concrete pipe. Our experience in this area indicates that asbestos cement pipe can be acquired at less cost than the concrete. Also, we can find only 15 approaches for which additional asphaltic concrete would be needed. This disagrees with your figure of 21 approaches.

With respect to the design, you will note that the letter from Klamath County includes reference to the 44 foot width originally approved by the County. The City would agree that the project can be installed with a 40 foot width and handle the projected traffic demand. Should this roadway section be required to serve at a higher level of service in the future, however, it would be easier to satisfy that type of need with a 44 foot width section. We would suggest that the 44 foot width be considered. If it creates a problem for driveway approach grades between stations 10+80 and 13+00, then the roadway alignment could be shifted to the north.

The City eventually plans to improve the south leg of Siskiyou Street (Station 13+50) to a 36 foot width. It is therefore suggested the curb returns installed on this project terminate at the right-of-way with a 36 foot width and a transition section to reach the existing street curb width.

It is noted that no consideration has been given to the replacement of the storm drain on the north side of the street between Stations 17+30 and 20+30. Our hydraulic calculations indicate a need for an 18" storm drain.

On the south side of the street between Stations 19+70 and 20+90, it is noted that

SISTER CITY
ROTORUA, NEW ZEALAND

RECEIVED
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LOCATION
SECTION

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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

the proposed drain consists of interspersed sections of pipe being 6" in diameter and 10" in diameter. It is suggested that this be made a uniform size having a 12" diameter.

A copy of the letter from Klamath County as well as the local office of Oregon State Highway Division is attached. Both of these letters indicate approval for this section of roadway to be constructed with the aid of Urban Funds. The adoption of the urban boundary and arterial system has been completed by the State, County and City planning groups. This section of roadway is a part of the Urban System. It is expected that the boundary and arterial system will be submitted to the elected bodies of the City and County for formal approval in early May. Mr. John Gunter will hand carry a copy of the proposed system to Salem on April 25th for review by Highway Division officials. A formal transmittal of the finally approved system will be mailed to Oregon State Highway Division following the approval of the proposed system.

The City is very anxious to move rapidly toward the contract stage for this project utilizing both TOPICS and Urban Funds. Please advise me of any further information you may require to achieve this goal.

Sincerely,

R. H. Tutty

Roger H. Tutty, P.E.
Director of Public Works

RHT:bjs

Enclosures

FORM E-90-X 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

April 11, 1974

To:

Mr. Carl M. Williams
Regional Engineer

SUBJECT:

Review of Project Base Design
Tunnel St-Biehn St
Oregon Avenue
City of Klamath Falls

We were requested to reevaluate surfacing thickness on the subject section. The attached information indicates that my Base Design Engineer cannot recommend decreasing the surface design. I concur with his conclusions.

Victor D. Wolfe
Location Engineer

Attachments

VDW:mc

cc H. S. Cox
F. W. Yarbrough

RECEIVED
COUNTY & CITY SECTION
APR 11 1974
ENGR. COOR. OE AE UE
UPE CE RE RPE

8/25

March 22, 1974

The Honorable Robert E. Veatch
Mayor, City of Klamath Falls
City Hall
Klamath Falls, Oregon 97601

Dear Mayor Veatch:

Tunnel Street-Biehn Street Section
Oregon Avenue
City of Klamath Falls

Enclosed are a report and plan and profile for a revised proposal for reconstruction of the subject project.

This proposal closely follows the No. 2 Alternate which has been approved by the City of Klamath Falls and Klamath County. Changes from the No. 2 Alternate resulted in an improved sight distance on Oregon Street and reduced estimated costs. The changes are described in the report.

As indicated, the funding picture is quite cloudy. We await your consideration of the proposal.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Enclosures

WHW:mc jf

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe
C. M. Williams

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Or
Ent

March 18, 1974

SUBJECT: Tunnel Street-Biehn Street
City of Klamath Falls
Klamath County

To: Mr. E. S. Hunter
Assistant State Highway Engineer

In keeping with Commissioner Veatch's request, we have revised the subject project. Although a reduction in construction items was achieved, estimated construction costs continue to exceed anticipated funding available under the TOPICS program.

The possibility of the project qualifying for a combination of Federal-aid Urban, TOPICS and local monies was reviewed with the County City Unit and is discussed in the attached report.

The proposed two-lane facility appears to be adequate to meet projected 1993 traffic volumes at service level D.

Victor D. Wolfe
Location Engineer

Att.

WHW:mc

cc Carl Williams (w/report)

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MAR 19 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

TUNNEL STREET-BIEHN STREET

CITY OF KLAMATH FALLS

KLAMATH COUNTY

The above section was located in the field with several alternate proposals considered. Alternate No. 2, providing two 12-foot travel lanes and two 10-foot parking lanes, curbs and sidewalks, was recommended by the field locating engineer. In a letter dated January 29, 1974, this design was endorsed by the City of Klamath Falls and Klamath County officials. The cost of this alternate as estimated by the field locating engineer was $118,490. Rapidly escalating construction costs have increased the estimated cost to $151,650.

Several changes have been made in the field design. The grade was revised (lowered from Station 13+00 to Station 16+25 and raised from Station 16+25 to Station 19+50) to eliminate blind spots. This grade change allows use of the existing storm sewer from Station 17+50 to the easterly end of the proposed project. A replacement storm sewer system is to be constructed to handle drainage on the remainder of the project. The typical section has been revised to reduce the parking lanes from 10 feet to 8 feet providing a total width of 40 feet rather than 44 feet as originally proposed. A further reduction in the estimated cost was achieved by connecting the driveways in this block directly to Oregon Avenue, thus eliminating the frontage road on the right with its attendant retaining wall.

The estimated cost for this revised proposal is $136,850, an anticipated savings of $14,800.

TOPICS funding was planned for this project. However, it appears approximately $55,000 is the maximum available, with virtually no hope of additional TOPICS monies. The project may possibly qualify for Federal-aid Urban monies but a firm commitment cannot be expected before program requirements are satisfied. These requirements are in addition to public hearings, environmental impact statements, design approval, et cetera, and include:

Establish Klamath Falls urban limits.

Establish Federal-aid Urban System which must encompass the proposed project.

Obtain concurrence from Highway Division and Klamath County for Urban Fund expenditures on the project.

FHWA approval.

STATE OF OREGON

INTEROFFICE MEMO

T

TO: H. S. Cox, County-City Engineer
Attention: Richard Bladorn

DATE: February 8, 1974

FROM: Tom Schwab
Intercity Highways Planner

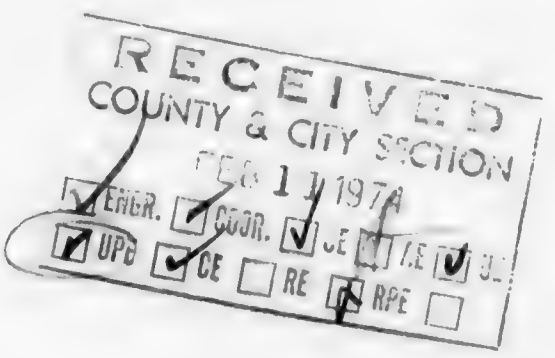
SUBJECT: Tunnel Street - Biehn Street
Oregon Avenue
Klamath Falls Topics Project

In accordance with your recent request, we have reviewed our analysis on Oregon Avenue from Tunnel to Biehn Streets. As indicated in an earlier analysis, the design capacity of an improved two-lane section is 7,200 vehicles and a possible capacity of 8,200 vehicles daily. The present traffic on this section of street is 5,300 vehicles and a projected 1993 volume of 8,100. Increased capacity can be obtained by providing channelization of Oregon Avenue at Biehn Street. This would require removal of parking in the immediate area of Biehn Street and will increase the design capacity to 7,900 vehicles and possible capacity to 9,000 vehicles per day.

Our conclusion is this project is adequate to meet the traffic demand since the intent of a Topics Project is to provide relief to an immediate capacity deficiency and not intended to satisfy 20 year standards.

We recommend the Project be constructed as a two-lane 44-foot street section at the present time, and in approximately 15 years, when capacity becomes deficient, install the channelization as required on Oregon Avenue at Biehn Street.

TS:jm



CC: E. S. Hunter
Victor Wolfe
S. H. Versteeg
C. M. Williams

1-125-1387

T

Topics funds 42,000
Plan Comm
Council
Engineering

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET ... TELEPHONE 884-3161
AREA CODE 503 ... ZIP CODE 97601

January 29, 1974

RECEIVED
COUNTY & CITY SECTION
JAN 30 1974
ENGR. COOR. GE KE UE
UPE CE RE RPE

Mr. Dick Bladorn
Urban Program Engineer
Department of Transportation
405 State Highway Building
Salem, Oregon 97310

RE: Topics Project T-5015 (5)
Oregon Avenue between Tunnel and Biehn

Dear Dick:

Reference is made to our telephone conversation on Monday, January 28, 1974, regarding the funding status of the subject project. The City has conferred with Mr. E. J. Dunn of the local office of the Oregon State Highway Division. We have also reviewed the project with Mr. Lyle Smith, County Engineer, for Klamath County.

The three local agencies are in agreement that alternate No. 2 as prepared by E. J. Dunn should be adopted. This alternate provides for two moving traffic lanes that are 12 feet wide and two parking lanes that are 10 feet wide. The estimated project cost as of July, 1973, was $118,000.00. The design configuration should be adequate to handle something in excess of 7000 ADT at level of service "C".

It would be best to fund the project with the Topics money presently available to the City of Klamath Falls and those unexpended Topics funds that are allocated to other cities in Oregon. Should the Topics funds be insufficient we would suggest that the urban funds to be allocated to the Klamath Falls urban area be used to supplement the Topics funds.

In my conversation with Lyle Smith, I have his assurance that $15,000.00 is presently budgeted by Klamath County for this project. Mr. Smith feels that it has a very high priority in the eyes of Klamath County officials. The City of Klamath Falls also has the sum of $15,000.00 to be allocated toward the project. I am sure that if either the Topics funds or urban funds are assigned in the appropriate Federal/local matching ratio that the project can be successfully financed. It would be desirable to expend the local funds prior to July 1, 1974. It would be very much appreciated if you would take this letter as official endorsement of both the City and the County for this project.

Your assistance in prosecuting this matter through the Oregon State Highway Division would also be appreciated.

The plans are being delivered to you by Mr. Bob Aldrich of the Oregon State Highway Division.

Sincerely,

Roger H. Tutty, P.E.
Director of Public Works

RHT:bjs

Enclosures

cc: Mr. John O. Halvorsen
Mr. Lyle Smith

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet 1 of 2 Sheets

-Bi... (Klamath Falls) Unit Alternate # 2 (Retaining Wall)
...ct Co. ... Federal ... Prefix ...
... Designer E. J. Dunn Draftsman P. Hammond Date 7-30-63
16' Frontage Rd. - 2-12, 2-10 Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Temp. Pro... rec... of Traffic	Lump Sum	100%	-	100%	000	
...ding	Lump Sum	100%	-	100%	,000 00	?
...ov... ...ctures ...	Lump Sum	100%	-	...%	60	
...tion	...	4,064	406	...	?	
...	Cu Yds	540	52	...	...	...
... ...d & Slopes	Lump Sum	100%	-	100%	0...	...
... Old Roadway	Sq Yds	651	69	720	...	...
Water ...	M-Gal	30	3	33		
... ...minous Base	Ton	1,240	125	1,365	...	
... & Shoulders	Ton	218	22	240	...	960.00
... ...ase	Sq Yds	5,910	540	6,500	0.40	2,600.00
... ...ime Treatment	Ton	53	5	58	35.00	2,030.00
... ... Asph. Conc Mix.	Ton	1,258	122	1,380	8.00	11,040.00
... ...B. ... in ...ture	Ton	150	15	165	45.00	7,425.00
... ... Cont	Ton	1	-	1	100.00	100.00
... ... in Retain. Wall	Cu Yds	35	4	39	150....	5,850.00
... ...Reinforcement in Retain. Wall	lbs	1,783	177	1,960	0.25	490....
... 8-inch Sewer Pipe	Lin Ft	102	10	112	3.75	420.00
... 12-inch Sewer Pipe	Lin Ft	435	35	480	5.50	2,640.00
20. 18-inch Sewer Pipe	Lin Ft	865	85	950	11.00	10,450.00
... Concr... Manholes	...ch	6		7	...00.00	?
... Concr... ...lets, Type G-1	each	11	1	...	...0.0	
... Concrete ...	Sq Yds	768	72	...	7.00	
... Concrete Driveways	Sq ...	...	22	...	...	
... Concrete ...rb & Islands	Cu Yds	...	10			

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 2 Sheets

Action [illegible]-Dixon St. (...) Unit Alternate # 2
Highway City Street County [illegible] Prefix ...
Length 0.25 Designer E. J. Dunn Draftsman R. Hammond Date 7-30-7...

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
26. Concrete Steps	Cu Yds		-	3	175.00	525.0
Ext... for Asp. Approaches	each	14	1	15	100.00	1,500.0
Adjust Manholes & Lampholes	each	8	1	9	125.00	1,125
...place ... boxes	each	1	-	1	40.00	...
Salvage & Reinstall ... Existing Signs	Lump Sum	100%	-	100%	200.00	200.0
						... 0.0
SUBTOTAL						
ANTICIPATED ITEMS						500.00
...						100.00
...						
20% Overhead, Profit & Engineering						19,550.00
						≈ 118,500±

Herald and News

10 cents—24 Pages Friday, Jan. 25, 1974, KLAMATH FALLS, Ore. Telephone 884-8111—10,822

Oregon Ave. Project May Be Delayed Another Year

By MARK WILBUR
H&N Staff Writer

The hump must go.

That's the feeling of Roger Tutty, director of Klamath Falls Public Works Department, and State Highway Division personnel concerning the portion of Oregon Avenue between Biehn and Tunnel streets.

It was also the feeling 10 years ago of then City Manager-Engineer Bob Kyle who drew plans for removal of the hump which is considered a safety hazard for motorists.

But the scope of the project, complicated by unforeseen political problems, has resulted in several delays which may cause the improvement to be postponed yet another year.

Because of the cost, safety hazard and large amount of traffic involved, the city chose to fund the improvement through TOPICS (Traffic Operations to Improve Capacity and Safety) which provided funding by the federal government amounting to 60 per cent. The remaining amount was to be matched 20 per cent by the state and 20 per cent by local governments.

Before funds are allocated and construction starts, the project must meet approval of local, state and federal agencies.

Proposed To State

The project was proposed to the state in May, 1972, and an agreement was signed last March. As envisioned by the city, the project was relatively simple, calling for leveling that portion of the street and installing an outfall drainage system. But the state enlarged the project into a four-lane highway to handle future traffic loads.

"Instead of being a spot improvement, it became a major project," Tutty commented.

When the project was initiated the city believed Congress would pass the 1972 Highway Act, continuing the TOPICS program. Instead, politics got in the way and the bill did not pass prior to adjournment. With the expiration of the 1970 Highway Act came the loss of TOPICS money and projects designated for those funds went without federal money for a year.

What started out as the 1972 Highway Act became the 1973 Highway Act which was passed last fall. With the change in the year also came a change in the program: TOPICS was out, replaced by the Urban Funding Program.

New Funding Plan

The concept of the new funding plan provides more eligible funds, but also creates a greater amount of competition among governmental agencies for those funds, Tutty explained.

Progress—as far as an individual project such as Oregon Avenue is concerned—has come to a standstill. However, while the federal government is gearing its staff to implement the new program, the city, county and state are attempting to classify streets and roads in each system so that a list can be determined enabling identification of priority projects.

A formal agreement on the classifications of streets and roads has to be reached by city, county and state agencies in order to be eligible for the federal dollars.

Oregon Avenue, meanwhile, keeps its hump.

If the city was to do the project on its own, funds available would severely limit the amount of work that could be done, Tutty explained. The safety hazard could be removed by cutting through the hump, but little more than that could be done at city expense, he said.

The improvement project, including cutting through the hump, repaving and installation of an outfall drainage system, was estimated last year to cost $75,000. Toward that amount the federal government committed $40,000; another $15,000 has been budgeted by Klamath County and $15,300 is allocated by the city. State funds have not yet been committed, but will be sufficient to cover the initially estimated amount, Tutty said.

If the cost of the project goes higher than that, it may qualify for additional funding under the Urban Funding Program. If not, the city would have to pick up the additional cost.

Costs Up

And costs are going up.

During the months of delay material and labor continue to rise.

The state has proposed three alternative projects for Oregon Avenue which range in cost from $111,000 to $172,000. The projects vary from the most expensive which allows four lanes of traffic plus on-street parking to the conservative two-lane with on-street parking that could eventually be used as a four-lane road.

City Manager John Halvorson has expressed his opinion that the state has over-engineered the project.

Mayor Robert Veatch concurred.

"It's fine to design up to 1990 capacities," the mayor commented. He suggested the project be scaled down.

Herald and News

Klamath Falls, Oregon
Established 1906

Viewpoint

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'The Hump' Example Of How Not To Do Things

Complex problems usually demand complex solutions soaking up great amounts of time, energy and money. This, certainly, is understandable.

It's irritating, however, to see some facet of government take on a simple project and make it complex, including delays and horrendous amounts of red tape.

This is what happened to the Oregon Avenue "hump," in Klamath Falls. The hump is a rise of road between Tunnel and Biehn streets which obscures vision. It's tough for people making turns to see if they're going to get hit or not.

(Try making a left turn from Siskiyou Street onto Oregon Avenue sometime. It's best done fast since you can't tell if a car is coming over the top or not.)

The answer is relatively simple — cut down the hump.

The solution demands no great earth-moving or engineering feats — certainly nothing more than has been done many other times by contractors and the city as a matter of course.

In spite of the project's simplicity, however, the city has been trying to get rid of the hump for 10 years and it may be another year yet before the hazard is eliminated. The problem's been bogged down in federal red tape, politics, a change of program and "bigger and better" designs.

Originally intended by the city to be simply a spot improvement the project was redesigned by the state into a major project. The city was hoping to have construction financed by city, state and federal funds so the project required approval of all three. After the state redesigned the project, it was left up to the next level, the federal government, to muck things up. Politics got in the way and the 1972 Highway Act was never approved by Congress. It became the 1973 Highway Act, but the program under which the Oregon Avenue project was to be funded was eliminated. Back to the drawing board for Klamath Falls.

The city is still trying to get federal funds for the project under the program which was approved. Meanwhile, the hump remains and the motorists play "dodge-em."

Mayor Robert Veatch and City Manager John Halvorsen said last week they felt the project had been over-engineered by the state. They're probably right.

There shouldn't be anything terribly difficult about the project. But between the state and the federal government we've made it into something whose movement is glacial.

A neighborhood work party could have done it faster.

T

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET TELEPHONE 884-3161
AREA CODE 503 ZIP CODE 97601

January 8, 1973

RECEIVED
COUNTY & CITY SECTION
JAN 10 1974
☐ ENGR. ☑ COOR. ☑ CE ☑ TE ☐ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Mr. Dick Bladorn
Urban Program Engineer
Department of Transportation
405 State Highway Building
Salem, Oregon 97310

RE: OREGON AVENUE PROJECT, Klamath Falls, Oregon

Dear Dick:

Thank you for the attention you gave to the subject project at the meeting here in Klamath Falls on January 8, 1974. The City also appreciated the attendance of the State Highway officials as well as those from the Federal Highway Administration. Following our discussion we attempted to adopt certain courses of action with respect to funding the project. I would like to summarize the City's point of view for your reference.

The Oregon Avenue Project has assumed very high priority in the minds of both the City officials as well as residents of the community. I think the need is also recognized by officials of Klamath County to improve this section of roadway. At the time it was submitted for Topics funding it was assumed that this would be the best financial vehicle to insure completion of the project. Credibility for this position was enhanced by the presumed passage of the 1972 Highway Act.

Even though the 1972 Highway Act was delayed in its passage until 1973, I think the basic project needs are still valid. I am sure the intention of the 1973 Highway Act is to provide continuity of construction as well as Federal funding of needed projects. In this regard I think it is logical to first seek an allocation of all remaining Klamath Falls Topics funds to the project with the understanding that additional urban funds will be made available to complete the Federal matching share of the total project cost. If necessary, I am sure that the Klamath County officials would give immediate approval to designating this section of Oregon Avenue as an urban arterial within the urban area as provided by the 1973 Highway Act.

As an alternative to the above, I would suggest that the available Topics fund be utilized in the first stage of construction. This stage would provide for removing the adverse sight distance that presently exists on the two lane rural section. Subsequent commitments could be

made to complete the project with a standard urban section when the 1973 urban funds can be committed.

I would certainly hope that you and Dave Carter of the Federal Highway Administration would diligently pursue the above suggestions. There are no doubt a number of projects for which the Topics money could be expended. No one project however, commands a higher priority in the eyes of the City than does Oregon Avenue. We should therefore explore all reasonable means of funding this project at the earliest possible date.

Sincerely,

Roger

Roger H. Tutty, P.E.
Director of Public Works

RHT:bjs

cc: Mr. Lyle Smith
Mr. John O. Halvorsen

CC: DAVE CARTER - FHWA

T

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET — TELEPHONE 884-5161
AREA CODE 503 — ZIP CODE 97601

October 12, 1973

RECEIVED
COUNTY & CITY SECTION
OCT 15 1973
ENGR. COOR. OE AE UE
UPE CE RE RPE

Mr. Richard H. Bladorn
Urban Program Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

SUBJECT: UNPROGRAMMED BALANCE OF TOPICS FUND

Dear Mr. Bladorn:

Reference is made to Mr. Klaboe's letter dated October 9, 1973, regarding the commitment of Topics funds by cities. It is noted that the unprogrammed balance for Klamath Falls is zero. In fact, the present project commitment cost exceeds the allotment presently available to Klamath Falls.

It is noted from the second paragraph of Mr. Klaboe's letter that funds not committed by other cities will revert to Highway Division control. In view of the fact that Klamath Falls lacks funding for its projects, it would be appreciated if you would note that we desire to obtain the use of funds not programmed by other cities in the State to balance out the expected project cost within our City.

Sincerely,

R. H. Tutty

Roger H. Tutty, P.E.
Director of Public Works

RHT:js

cc: John O. Halvorsen

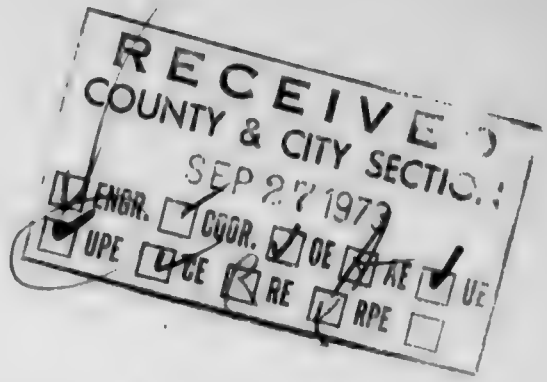
CC: F. B. Klaboe
R. L. Schroeder

DATE: October 1, 1973

TO: Mayor and Common Council

FROM: Roger H. Tutty

SUBJECT: TOPICS FUNDING STATUS



On September 24, 1973, the Mayor received a letter from the Oregon State Highway Division regarding the status of the Topics funds. This funding program provided for the construction of Oregon Avenue between Biehn and Tunnel. The initial estimated project cost was $75,000.00. The estimated cost as submitted by the Oregon State Highway Division has now grown to $110,000.00. or 170,000. dependent ... analysis

The total federal funds available through the current Topics program will allow for a project having a total cost of $55,000.00. This restriction is due to the limited amount of funds that is available to the City of Klamath Falls. There are in fact surplus Topics funds which have been allocated to other cities in Oregon, but not yet expended. It appears, however, that these cities will obligate all available funds.

The Highway Act recently passed by the Congress eliminated the federal participation in the Topics program. The law suggests that the states fill the gap left by discontinuance of the Topics program. The Highway Act did provide, however, an urban fund and modified the matching ratio to 78% federal and 22% state/local funding. The urban fund, however, is restricted to cities having a population greater than 50,000.

I have contacted Mr. Bladorn of the Oregon State Highway Division regarding the matter. He is seeking a copy of the Highway Act and is reviewing the state-wide financial status with respect to the Topics program. He plans to visit Klamath Falls to discuss these matters as well as the Oregon Avenue project in approximately 30 days. At that time the Council can take action to continue development of the project as originally conceived, scale down the project, if necessary, or abandon the project.

Respectfully,

R. H. Tutty

Roger H. Tutty, P.E.
Director of Public Works

RHT:js

10-1-73
Phoned Roger and told him to tell Council that we have a desire to investigate alternate funding.

cy sent
L. Potter

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 5, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Tunnel Street-Biehn Street Section
Oregon Avenue
City of Klamath Falls
TOPICS Project T-5015(5)

This negative declaration precedes our request for location-design approval of the subject project.

LOCATION AND DESCRIPTION OF PROJECT Oregon Avenue is an arterial street within the city limits of northwestern Klamath Falls, extending from the junction of Nevada Avenue at The Dalles-California Highway to Upham Street in the outlying business district of the city. Tenth Street extends the arterial from Upham Street into the central business district. The project area covers the northerly end of Oregon Avenue between the intersections of Tunnel and Biehn Streets with Oregon Avenue and is approximately 1,000 feet in length.

This project would complete the final section of an ongoing street improvement program for Oregon Avenue. The proposal calls for reconstruction of Oregon Avenue between

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PROJECT MANAGEMENT SECTION

Tunnel and Biehn Streets to provide a curbed street section with two twelve-foot travel lanes, ten-foot parking lanes, and sidewalks on either side within the existing 100 feet of right-of-way. The vertical alignment would be improved to safe stopping sight distance standards, and the addition of curbs and storm drains would improve the drainage system and help control erosion of fill slopes. Seeding and mulching of slopes are also to be a part of the proposal to control erosion.

Preliminary engineering to develop plans and specifications to submit for location-design approval was authorized April 10, 1973.

EXISTING ENVIRONMENTAL SETTING

The City of Klamath Falls dates from the 1860's, when the first store and ferry were established on the little river that connects Upper Klamath Lake with Lake Ewauna, and was known as Linksville. At the close of the Civil War, cattlemen settled in the area to take advantage of the excellent grazing land and abundant water. The cattlemen were followed by loggers and sawmill operators, who were in turn followed by farmers. The early years of the twentieth century saw the completion of a Bureau of Reclamation project that transformed the arable land of the area into a vast irrigation project.

Logging has since stabilized into a sustained yield cut, and the agricultural potential of this fertile land continues to show itself as new farming technology is applied. In addition to the farm and timber-oriented industries, there are vast recreational resources within Klamath County.

For the past forty years, the population within the City of Klamath Falls has remained at approximately 16,000. During this time, there have been minor fluctuations in the population, which can be attributed to the demands of the lumber market upon the local labor force.

The area immediately surrounding the project section is a well-developed residential area. A cluster of service-oriented businesses at the intersection of Biehn Street and Oregon Avenue comprises the only commercial interests in the project section; however, there are other commercial facilities along Oregon Avenue to the south and east of the proposed project.

Average daily traffic within the project section was comprised of approximately 5,000 vehicles of all types in 1972.

In addition to vehicular traffic, there is considerable pedestrian traffic on Oregon Avenue, particularly in the vicinity of Siskiyou Street, where a school crossing leads to Conger School. Oregon Avenue within the project section is approximately twenty-five feet wide with narrow shoulders. The vertical alignment of the existing facility does not provide safe stopping sight distance between Siskiyou and Biehn Streets. Consequently, vehicle and pedestrian safety is less than it could be.

PURPOSE OF PROJECT

Oregon Avenue is one connecting link between the central business district of Klamath Falls and The Dalles-California Highway to the west of the city and, as such, is a major arterial street. Traffic on this arterial could be better served with a widened roadway and a new alignment that affords longer sight distances. The proposal to reconstruct the project section of Oregon Avenue, from its present twenty-five-foot width to a forty-four-foot curbed street with sidewalks, has been given a high priority on the areawide transportation plans for Klamath Falls.

DISCUSSION OF ENVIRONMENTAL IMPACTS

Preliminary studies indicate that the proposed construction can be accomplished within the existing right-of-way and that existing trees and other vegetation within the landscaped yards of adjacent homes would not be affected.

There will be a temporary disruption of traffic during construction, and the noise, vibration, and deterioration of air quality resulting from construction procedures will temporarily affect local residents. Work on roadbed cuts and fills will disturb the existing soils and, as these soils consist of approximately 80 percent silt and clay particles (passing through a 200-mesh screen), a significant amount of powdery dust will be raised. Enforcement of standard specifications that are a part of all construction contracts will minimize these adverse impacts and provide maximum safety for vehicular and pedestrian traffic.

Proposed improvement of the vertical alignment and widening of the street will require excavation and the placing of embankment within the roadbed section. No additional borrow or disposal sites will be required. A number of local sand and gravel operations are available for the production of surfacing aggregate. Consequently, it is not anticipated that any rock quarries or gravel deposits will be developed for this project.

A stage construction program will be considered, in the interest of maintaining traffic flow and local access. In addition,

significant but

Noise Prediction, Report
Federal Highway Admin

existing streets paralleling Oregon Avenue can provide detours for through traffic. However, such diversion of traffic would temporarily load these parallel streets with added vehicles.

There are five utility companies with service facilities within the right-of-way which may be affected by the proposed construction. The Oregon Water Corporation, California Pacific Utility Incorporated, Pacific Power and Light Company, Pacific Northwest Bell, and Southern Oregon Cable T.V. maintain service facilities within the street right-of-way by franchise agreement with the City of Klamath Falls.

The improved vertical alignment and the addition of sidewalks will contribute to the safety of both vehicular and pedestrian traffic, and the improved vertical alignment will provide for adequate surface water drainage of the highway and right-of-way.

A traffic volume projection indicates that there will be an average of 8,000 vehicles per day through the project area in twenty years. The computed capacity for a level of service "C"[1] for this proposal is 7,200 vehicles per day. At the projected rate of traffic increase, a level of service "C" can be maintained for approximately fifteen years. As traffic increases beyond this point, level of service "C" can be maintained through another five years or more by removing parking in the block west of the Biehn Street intersection, and adding a left-turn refuge in the center. The addition of a traffic signal at this intersection in conjunction with the left-turn refuge would also tend to maintain the level of service as traffic volumes increased.

From these traffic measurements and projections, sound levels can be projected, using techniques developed by the Federal Highway Administration.[2] The nearest house is 55 feet from the highway centerline, and the average distance to the various houses is 85 feet from the centerline; these values were used to compute the figures in the table below.

[1]Level of service "C" - Stable flow (delays significant but acceptable). Average travel speed 20-25 mph.

[2]J. E. Wesler, Manual for Highway Noise Prediction, Report No. DOT-TSC-FHWA-72-2 (Washington, D.C.: Federal Highway Administration, March, 1972).

	1973		1993	
	Existing Facility	Proposed Facility	Existing Facility	Proposed Facility
55' from Centerline	75.1	75.8	76.6	76.8
85' from Centerline	73.5	73.5	74.5	74.5

L_{10} sound level predictions in dBA (Peak Truck Hour).

There will be no noise impact from the project, since the projected increases in sound level after reconstruction will not be detectable by the human ear. However, because sound levels near these homes will exceed the Federal Highway Administration standard of 70 dBA for residential areas, an exception to the standard will be sought. Beyond 200 feet from the centerline of Oregon Avenue, the acceptable level of 70 dBA will not be exceeded.

From the same traffic projections used to predict noise levels in the project area, air pollutant concentrations were predicted. It was determined that, under even the most adverse meteorological conditions, pollutant concentrations outside the right-of-way would not exceed State air quality standards.

There are no stream crossings or channel changes necessitated by this project, nor will it require the use of any publicly-owned park, recreational area, wildlife refuge, game management area, or land from any historical site of national, state, or local significance.

Under the Bureau of Public Roads' Instructional Memorandum 50-1-70, paragraph 2(a), this proposal is exempt from the State Clearinghouse review. Therefore, a Notice of Intent will not be furnished the State Clearinghouse for the A-95 review process.

BASIS FOR NEGATIVE DECLARATION

It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, paragraphs 2 through 4, nor does it

have the potential to significantly adversely affect the quality of the social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur _____ Date 6-19-74
Division Engineer

EW:bb

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
H. S. Coulter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. H. Young
J. F. Putnam

TUNNEL ST. - BIEHN ST. (KLAMATH FALLS)
City Street (TOPICS Project)
Klamath County
Prefix 18-0604
REPORT ON SURVEY

The location of this survey is on Oregon Avenue between the intersection of Biehn Street and Tunnel Street in the City of Klamath Falls. The intersection at Tunnel Street is coincident with the ramp for the U.S. Highway # 97 interchange.

The purpose of this survey is to determine the quantities and costs for the construction of this TOPICS Project. Two proposed typical sections were considered. The first section is the one the city has proposed, it consists of the following lanes; 2-11 foot, 2-12 foot and 2-8 foot for parking. An alternate section is being proposed because of steep driveways and the alleviation of some retaining walls and steps. The alternate section consists of the following lanes; 2-12 foot and 2-10 foot lanes for parking. Both typical sections will include type "A" curbs & P.C.C. sidewalks. The existing is a two lane street with very poor sight distance due to the vertical alignment. The new grade will eliminate this poor sight distance.

A frontage road will be required from Tunnel Street to Siskiyou Street behind the retaining wall to serve the abutting land owners. This frontage road will require a little blade time to straighten it and approximately four inches of rock 12-16 foot wide (100 tons). The retaining wall was required so a frontage road could be built. Without the retaining wall the grade on the driveways would exceed 22% which is unrealistic. This would be for the wide typical section only.

The alternate section has three possibilities in the area of the frontage road.

No. 1 which we have labeled alternate No. 1, is to construct 2:1 roadbed slopes & build a frontage road without the use of a retaining wall. However without a retaining wall the frontage road would taper down to a 9 foot width, which would be impracticle for anyone to pass a parked vehicle. A Quantity Summary & Cost estimate for this Alternate is being submitted. This Alternate should not be considered but the City requested it be worked up for a comparison.

No. 2 is to construct a type 'H' retaining wall and make a 16 foot wide frontage road. The retaining wall would be 134 feet in length and require 35 cubic yards of Class "A" concrete, 1,783 pounds of reinforcement and 33 cubic yards of trench excavation which is a total additional cost of $6,505.00 over the proposed Alternate No. 1. A Quantity Summary & Cost Estimate for Alternate No. 2 is being submitted. This is the one the City would like the State to concentrate on.

No. 3 is to construct individual approaches, one of which would exceed an 18% grade. This grade runs from the back of the proposed sidewalk to the front of a house. The cost is compareable to Alternate No. 1 (within $300.00) so no Quanity Summary & Cost Estimate is being submitted. This office feels that this alternate is impracticle for the home owner in this area due to our winters but the city requested this alternate be prepated for a cost comparison.

A "P" line was established from property pins which were found. No coordinates were computed on the project due to the length and the finding of property pins. Also stations were assumed.

New R/W will not be required but construction easements will be necessary for most of the private driveway reconstruction and the revisions of the private retaining walls. The private retaining walls will be distrubed during the construction of some of the driveways, only if the wide typical section is used.

The reconstruction of the private retaining walls that will be distrubed during the construction of some of the driveways is designated to be paid for as Lump Sum. The reason being that it will take a lot more engineering money and contractor's money in the opinion of this office if bid items were set up for these different items. Four private retaining walls would be eliminated if any one of the alternate typicals were constructed. These retaining walls contain the following approximate quantities: 10 cubic yards Class"A" Concrete, 518 pounds of reinforcement, 42 square feet of concrete blocks, and 10 cubic yards trench excavation.

There will be an excess of excavation materials (3,000± cubic yards) on the project which should be designated to become the property of the contractor and disposed of at his own discretion.

This office has received the base design for this project which is; 6-inches of lime treated subgrade, 4-inches of Plant Mix Bituminous Base, and 4-inches of A.C. This mix design was received too late to incorporate the depth into the cross-sections. The plotted subgrade on the cross-sections is 4-inches too low. This would probably reduce the excavation quantities 250 cubic yards. This 250 cubic yards reduction is not reflected in the Quantity Summary.

There will be some difficulty in handling traffic during construction. Stage construction will not be required. The handling of the traffic can be handled at the pre-construction conference and also there are other routes that can be utilized for detours with the city's approval.

No material sources are being listed because it is anticipated that for the small quantities the materials will come from one of the three commerical sources located close by. The shoulder aggregate should be designated as either 1"-0 or ¾-0, as the contractor elects.

The Region Geologist has made a soils investigation of the project and the samples are presently being processed thru the division. A Preliminary Soils & Materials report will be submitted by him.

Several utilities will have to be adjusted. The are; Power, Telephone, Water and possibly the Sanitary Sewer in one place. A Utilities Map has been made and submitted to the Utilities Engineer in Roseburg.

The drainage on this section consists of all Storm Sewer so this was the computation sheets used. No bedding problems are foreseen. When working with Storms Sewers only, Technical Bulletin No. 19 states that forms Labeled Figure 3-34 & 3-35 may be used in lieu of D478. The city has requested that transit type of pipe be designated as an option in the pipe data sheet and special provisions for the storm sewer.

Several bid items have been combined to try to keep the amount of bid items to a minimum. These are ; Concrete Driveways including replacement of private driveways (wide typical section only), and Concrete Curbs & Islands.

The City of Klamath Falls has stated that illumination should be replaced on the project. The City will contact the power company and make sure this is done. We are not involved with the illumination phase.

The City has indicated it is strongly considering the alternate typical section because of the difference in prices between the two. They have also indicated from Tunnel to Siskyou that they would rather see driveways than a frontage road even if the driveways are on a 15% grade. We have tried to give the City several alternates but they still have not made up their mind because of the estimates being higher than they anticipated. The Public Works Director, Roger Tutty, has stated he will recommend to The City Council that they approve design Alternate No. 2, which is the narrow section with the sixteen foot frontage road. We questioned the city about installing "C" type curb but they stated they would like to use "A" type curbs.

E. J. Dunn
Res. Engineer

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Tunnel St.-Biehn St. (Klamath Falls) Unit Alternate Typical Section # 1 Narrow Section, No Ret. Walls, Ver. Front. Ret.
Highway City Street County Klamath Prefix 18-0604
Length 0.23 Designer E. J. Dunn Draftsman R. Hammond Date 7-30-73

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
1. Temp. Prot. & Direction of Traffic	Lump Sum	100%	-	100%	1,000.00	1,000.0
2. Clearing and Grubbing	Lump Sum	100%	-	100%	2,000.00	2,000.0
3. Removal of Structures and Obstructions	Lump Sum	100%	-	100%	600.00	600.0
4. General Excavation	Cu Yds	4,064	406	4,470	2.00	8,940.0
5. Trench Excavation	Cu Yds	515	55	570	5.00	2,850.0
6. Finishing Roadbed & Slopes	Lump Sum	100%	-	100%	1,000.00	1,000.0
7. Obliteration of Old Roadway	Sq Yds	651	69	720	0.75	540.0
8. Watering	M-Gal	30	3	33	5.00	165.0
9. Plant Mix Bituminous Base	Ton	1,240	125	1365	6.00	8,190.0
10. Aggregate Base & Shoulders	Ton	218	22	240	4.00	960.0
11. Lime Treated Base	Sq Yds	5,910	590	6,500	0.40	2,600.0
12. Lime for Lime Treatment	Ton	53	5	58	35.00	2,030.0
13. Class "B" & "C" Asp. Conc. Mix. (Includes P.M.B.B.)	Ton	1,258	122	1,380	8.00	11,040.0
14. Asphalt Cement in Mixture	Ton	150	15	165	45.00	7,425.0
15. Asphalt in Tack Coat	Ton	1	-	1	100.00	100.0
16. 8-inch Sewer Pipe	Lin Ft	102	10	112	3.75	420.0
17. 12-inch Sewer Pipe	Lin Ft	435	45	480	5.50	2,640.0
18. 18-inch Sewer Pipe	Lin Ft	865	85	950	11.00	10,450.0
19. Concrete Manholes	each	6	1	7	400.00	2,800.0
20. Concrete Inlets, Type G-1	each	11	1	12	300.00	3,600.0
21. Concrete Walks	Sq Yds	768	72	840	7.00	5,880.0
22. Concrete Driveways	Sq Yds	214	21	235	8.00	1,880.0
23. Concrete Curbs & Islands	Cu Yds	110	10	120	90.00	10,800.0
24. Concrete Steps	Cu Yds	3	-	3	175.00	525.00
25. Extra for Asphalt Approaches	each	14	1	15	100.00	1,500.00

Total

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet 2 of 2 Sheets

Section Tunnel St.-Biehn (Klamath Falls) Unit Alternate Typical Section # 1
Highway City Street County Klamath Prefix 18-0604
Length 0.23 Designer E. J. Dunn Draftsman R. Hammond Date 7-30-73

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
26. Adjust Manholes & Lampholes	each	8	1	9	175.00	1,575.00
27. Replace Mailboxes	each	1	-	1	40.00	40.00
28. Salv. & Reinstall existing Signs	Lump Sum	100%	-	100%	200.00	200.00
SUBTOTAL						91,750.00
ADD ANTICIPATED ITEMS						
Flagging						500.00
Striping						100.00
20% Contingencies & Engineering						18,350.00

Total 110,700.00

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet 1 of 2 Sheets

Narrow Section, Ret. Walls, 16' Front. Rd.

Section Tunnel St.-Biehn St. (Klamath Falls) Unit Alternate # 2
Highway City Street County Klamath Prefix 18-0604
Length 0.23 Designer E. J. Dunn Draftsman R. Hammond Date 7-30-73

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
1. Temp. Prot. & Direction of Traffic	Lump Sum	100%	-	100%	1,000.00	1,000.00
2. Clearing & Grubbing	Lump Sum	100%	-	100%	2,000.00	2,000.00
3. Removal of Structures and Obstructions	Lump Sum	100%	-	100%	600.00	600.00
4. General Excavation	Cu Yds	4,064	406	4,470	2.00	8,940.00
5. Trench Excavation	Cu Yds	548	52	600	5.00	3,000.00
6. Finishing Roadbed & Slopes	Lump Sum	100%	-	100%	1,000.00	1,000.00
7. Obliteration of Old Roadway	Sq Yds	651	69	720	0.75	540.00
8. Watering	M-Gal	30	3	33	5.00	165.00
9. Plant Mix Bituminous Base	Ton	1,240	125	1,365	6.00	8,190.00
10. Aggregate Base & Shoulders	Ton	218	22	240	4.00	960.00
11. Lime Treated Base	Sq Yds	5,910	540	6,500	0.40	2,600.00
12. Lime For Lime Treatment	Ton	53	5	58	35.00	2,030.00
13. Class "B" & "C" Asp. Conc. Mix. (Includes P.M.B.B.)	Ton	1,258	122	1,380	8.00	11,040.00
14. Asphalt Cement in Mixture	Ton	150	15	165	45.00	7,425.00
15. Asphalt in Tack Coat	Ton	1	-	1	100.00	100.00
16. Class "A" Conc. in Retain. Wall	Cu Yds	35	4	39	150.00	5,850.00
17. Reinforcement in Retain. Wall	lbs	1,783	177	1,960	0.25	490.00
18. 8-inch Sewer Pipe	Lin Ft	102	10	112	3.75	420.00
19. 12-inch Sewer Pipe	Lin Ft	435	35	480	5.50	2,640.00
20. 18-inch Sewer Pipe	Lin Ft	865	85	950	11.00	10,450.00
21. Concrete Manholes	each	6	1	7	400.00	2,800.00
22. Concrete Inlets, Type G-1	each	11	1	12	300.00	3,600.00
23. Concrete Walks	Sq Yds	768	72	840	7.00	5,880.00
24. Concrete Driveways	Sq Yds	214	21	235	8.00	1,880.00
25. Concrete Curb & Islands	Cu Yds	110	10	120	90.00	10,800.00

Total

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 2 Sheets

Section Tunnel St.-Biehn St. (Klamath Falls) Unit Alternate # 2
Highway City Street County Klamath Prefix 18-0604
Length 0.23 Designer E. J. Dunn Draftsman R. Hammond Date 7-30-73

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
26. Concrete Steps	Cu Yds	3	-	3	175.00	525.00
27. Extra for Asp. Approaches	each	14	1	15	100.00	1,500.00
28. Adjust Manholes & Lampholes	each	8	1	9	175.00	1,575.00
29. Replace Mail boxes	each	1	-	1	40.00	40.00
30. Salvage & Reinstall Existing Signs	Lump Sum	100%	-	100%	200.00	200.00
SUBTOTAL						98,240.00
ADD ANTICIPATED ITEMS						
Flagging						500.00
Striping						100.00
20% Contingencies & Engineering						19,650.00

Total 118,490.00

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY

Sheet 1 of 2 Sheets

Section Tunnel St.-Biehn St. (Klamath Falls) Unit
Highway City Street County Klamath Prefix 18-0604
Length 0.23 Designer E. J. Dunn Draftsman R. Hammond Date 7-31-73

Frontage Rd.

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
1. Temp. Prot. & Direction of Traffic	Lump Sum	100%	-	100%	1,000.00	1,000.00
2. Clearing & Grubbing	Lump Sum	100%	-	100%	2,000.00	2,000.00
3. Removal of Structures and Obstructions	Lump Sum	100%	-	100%	600.00	600.00
4. General Excavation	Cu Yds	5,673	567	6,240	2.00	12,480.00
5. Trench Excavation	Cu Yds	726	74	800	5.00	4,000.00
6. Finishing Roadbeds & Slopes	Lump Sum	100%	-	100%	1,000.00	1,000.00
7. Obliteration of Old Roadway	Sq Yds	651	69	720	0.75	540.00
8. Watering	M-Gal	50	5	55	5.00	275.00
9. Plant Mix Bituminous Base	Ton	1755	175	1930	6.00	11,580.00
10. Aggregate Base & Shoulders	Ton	218	22	240	4.00	960.00
11. Lime Treated Subgrade	Sq Yds	8,274	826	9,100	0.40	3,640.00
12. Lime for Lime Treatment	Ton	74	6	80	35.00	2,800.00
13. Class "B" & "C" Asp. Conc. Mix. (Includes P.M.B.B.)	Ton	1,803	182	1,985	8.00	15,880.00
14. Asphalt Cement in Mixture	Ton	213	22	235	45.00	10,530.00
15. Asphalt in Tack Coat	Ton	1	-	1	100.00	100.00
16. Class "A" Conc. in Retain. Wall	Cu Yds	151	19	170	150.00	25,500.00
17. Replace existing Retaining Walls That are disturbed during replacing of Driveways	Lump Sum	100%	-	100%	2,100.00	2,100.00
18. Reinforcement in Retain. Wall	lb	13,236	1,324	14,560	0.25	3,640.00
19. 8-inch Sewer Pipe	Lin Ft	176	14	190	3.75	712.50
20. 12-inch Sewer Pipe	Lin Ft	446	44	490	5.50	2,695.00
21. 18-inch Sewer Pipe	Lin Ft	870	90	960	11.00	10,560.00
22. Concrete Manholes	each	6	1	7	400.00	2,800.00
23. Concrete Inlets Type G-1	each	13	1	14	300.00	4,200.00
24. Concrete Walks	Sq Yds	768	72	840	7.00	5,880.00

Total

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet 2 of 2 Sheets

Tunnel St.-Biehn St. (Klamath Falls) Unit

Hy City Street County Klamath Prefix 18-0604
h 0.23 Designer E. J. Dunn Draftsman R. Hammond Date 7-31-73

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
25. Conc. Driveways (Incl. Private)	Sq Yds	214	21	235	8.00	1,880.00
26. Concrete Curbs & Islands	Cu Yds	110	10	120	90.00	10,880.00
27. Concrete Steps	Cu Yds	6	1	7	175.00	1,225.00
28. Extra for Asphalt Approaches	each	14	1	15	100.00	1,500.00
29. Adjust Manholes & Lampholes	each	8	1	9	175.00	1,575.00
30. Replace Mailboxes	each	1	-	1	40.00	40.00
31. Salvage & Reinstall Exist. Signs	Lump Sum	100%	-	100%	200.00	200.00
SUBTOTAL						142,772.50
ADD ANTICIPATED ITEMS						
Flagging						500.00
Striping						100.00
20% Contingencies & Engineering						28,554.50

Total 171,927.00

FORM B-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon, 97701
August 20, 1973

SUBJECT: Final Soils Report
Tunnel St.-Biehn St.
City Streets (Topics Project)
Klamath Falls

To: J. F. Putnam
Regional Engineer
B E N D

FROM: R. J. VanCleave
Regional Geologist

Base Design

The existing surface shows numerous cracking and patching. Subgrade of the proposed project is such that the pavement cannot be utilized. Typical soil consists of bedded lake deposits of siltstones and clays which weathers into a silty clay. This silty clay overburden varies between 2-4 feet, and is represented by Laboratory No. 73-7586. The approved base design consists of 6" of lime treated subgrade, 4" of plant mix bituminous base, and 4" of A.C. The new section will be curbed with concrete sidewalks.

Soil Design

No foundation or drainage problems will be encountered on this project and standard slopes are satisfactory. The maximum fill will be 6' on the right side between Sta 11-13, and the maximum cut will be 8' between Sta 13+50-17 on the left side. Rest of the area will consist of minor 1-2' cuts and fills. A 18" storm drain on the left side which will be at the maximum depth of 5' below subgrade at Sta 15 will be in the bedded siltstone. Bedding for a proposed retaining wall (right side) between Sta 11+60-13 is on the silty clay, but will be satisfactory because of the slight pressure of material it will hold.

Material Source

Because of the small quantities of surfacing material needed it is recommended that the contractors obtain their own source. Commercial sources are available in the area.

RJV:pw
cc: F. W. Yarbrough
E. J. Dunn

Form E-368 (Revised)

OREGON STATE HIGHWAY DEPARTMENT
LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 18-0604 **Highway** City Street **Section** Tunnel St.-Biehn St. (K-Falls)

Highway Class Topics Project **Date** July 1973

Yes	No	N/A*		
			1.	**Are the following being submitted?**
☒	☐	☐	a.	Detail Map (Hard Copy). Federal Aide Sheet (1"=50')
☐	☐	☒	b.	Small Scale Ownership Map.
☐	☐	☒	c.	Abandonment Map.
☐	☐	☒	d.	Vicinity Maps (PUC and Structures).
☐	☐	☒	e.	RR Encroachment Maps and Cross Sections.
☐	☐	☒	f.	Interchange Layout Sheets.
☒	☐	☐	g.	Location Profile.
☒	☐	☐	h.	Located Line Cross Sections.
☐	☐	☒	i.	Mass Diagram.
☒	☐	☐	j.	Earthwork and Other Calculations to Support Estimate.
☒	☐	☐	k.	Field Notes.
☐	☒	☐	l.	Coordinate Sheets.
☒	☐	☐	m.	Clearing and Grubbing Chart. Tabulation sheet
☒	☐	☐	n.	Report on Bench Mark Recoveries (Form E-369)
☐	☒	☐		(1) Description of Bench Mark (Form E-185).
☒	☐	☐		(2) Report on Condition of Bench Mark (Form E-186).
☐	☐	☒	o.	Photostats of Deeds and Legal Instruments covering Ownerships. Within Existing R/W
☐	☒	☐	p.	Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
☐	☒	☐	q.	Property Appraisal and justifications for alternate facilities.
☒	☐	☐	r.	Preliminary Soils and Material Report. Via Region Geologist
☐	☒	☐	s.	Statement of Source of Materials and Stockpile Site (Form E-368).
☐	☒	☐	t.	Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
☐	☒	☐	u.	Estimate for Movement of Utilities. City will take care of utility adjustments
☒	☐	☐	v.	Quantity Summary.
☒	☐	☐	w.	Cost Estimate.
☒	☐	☐	x.	Narrative Report of Survey.
☐	☒	☐	2.	**Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?**
☐	☐	☒	3.	**Have all required temporary easements been designated as to area, type and duration?**
☒	☐	☐	4.	**Have you taken into consideration the mechanics and properties of the various types of soil encountered?**
☒	☐	☐	5.	**Have samples of the surfacing materials been submitted for test by the Salem laboratory?** Via Reg. Geologist
☐	☐	☒	6.	**Have you investigated drift conditions (snow and sand)?**
☐	☒	☐	7.	**Are there slide conditions apparent?**
☒	☐	☐	8.	**Have you been over this project with a Soils representative?**
☐	☒	☐	9.	**Have you been over this project with a R/W representative?**
			10.	**Has a typical section of the following been platted on the location profile?**
☒	☐	☐	a.	Roadbed Grading, with Surfacing.
☒	☐	☐	b.	Retaining Walls.
☐	☐	☒	c.	Slope Benching.
☐	☐	☒	d.	Hand Placed Slopes.
☐	☐	☒	e.	Rip Rap Work.
☐	☐	☒	f.	Irrigation Ditches.
☐	☐	☒	g.	Special Drainage Ditches.
☐	☐	☒	h.	Channel Changes.
☐	☐	☒	i.	Flumes.
☒	☐	☐	j.	Sidewalks, Curbs and Gutters.
☐	☐	☒	k.	Tunnel (Drainage).
☐	☒	☐	11.	**Is relocation of a scale site necessary?**
☒	☐	☐	12.	**Does this project involve construction of a frontage road?** Very minor no
☐	☒	☐	13.	**Will there be unusual difficulty in handling traffic during construction?**
☒	☐	☐	14.	**Have all important alignment points been referenced?** To R/W pins.
☒	☐	☐	15.	**Have all location problems been discussed in the Narrative Report of Survey?**

* Non Applicable

Signature E. J. Dunn
Locating Engineer

Address Klamath Falls

SPECIAL PROVISIONS
Tunnel St.-Diehn St. (Klamath Falls) Section
City Street -- Klamath County

Project Information

J. F. Putnam, Regional Engineer, North The Dalles-California Highway, Bend, Oregon, Phone 382-1911
E. J. Dunn, Resident Engineer, 2557 Altamont, Klamath Falls, Oregon, Phone 882-1390

Applicable Standard Specifications

The standard specifications which are applicable to the work on this project are as published in the 1970 edition of the "Standard Specifications for Highway Construction".

All number reference in these special provisions shall be understood to refer to the Section or subsection of the standard specifications bearing like numbers.

Class of Project

This is a TOPICS project.

Work To Be Done

The work to be done under this contract consists of the following work on the Tunnel St-Diehn St. (Klamath Falls) Section on city streets in Klamath County:

1. Construction of grading, aggregate base and asphalt concrete pavement.

2. Construction of curbs, driveways, retaining walls, and walks.

3. Performance of such additional and incidental work as is called for by the specifications and plans.

This project is located within the city limits of Klamath Falls.

Section 105 - Control of Work

105.06 Cooperation with Utilities - The following organizations may be adjusting utilities within the limits of this project during the life of this contract:

1. Pacific Northwest Bell Telephone Company
2. Pacific Power and Light Company
3. City of Klamath Falls Water Department

Arrangements for removing, relocating or adjusting of utilities on this project is the responsibility of the City of Klamath Falls. The Contractor shall contact the city for information regarding these arrangements.

SECTION 107 - LEGAL RELATIONS AND RESPONSIBILITY TO PUBLIC

107.27 Temporary Protective and Directional Measures for Traffic - Temporary protective and directional measures for traffic shall be provided in conformance with subsection 107.27 of the Standard Specifications.

ROAD WORK

Section 201 - Clearing and Grubbing - Clearing and grubbing shall be performed in conformance with Section 201 of the Standard Specifications.

Section 202 - Removal of Structures and Obstructions - Removal of structures and obstructions shall be performed in conformance with Section 202 of the Standard Specifications.

Section 203 - Excavation and Embankment for Roadways - Excavation and embankment shall be performed in conformance with Section 203 of the Standard Specifications.

Section 205 - Overhaul

Overhaul shall be performed in conformance with Section 205 of the Standard Specifications supplemented and/or modified as follows:

205.81 and 205.91 Measurement and Payment - There will be no measurement or payment for overhaul on this project.

Section 206 - Trench Excavation for Conduits and Minor Structures

Trench excavation shall be performed in conformance with Section 206 of the Standard Specifications.

Section 222 - Finishing Roadbed and Slopes

Finishing roadbed and slopes shall be performed in conformance with Section 222 of the Standard Specifications.

Section 224 - Obliteration of Old Roadway

Obliteration of old roadway shall be performed in conformance with Section 224 of the Standard Specifications.

Section 233 - Watering

Watering shall be performed in conformance with Section 233 of the Standard Specifications.

Section 304 - Aggregate Subbase and Base

Aggregate base and leveling course shall be constructed in conformance with Section 304 of the Standard Specifications.

Section 307 - Lime Treated Subgrade

Lime-treated subgrade shall be performed in conformance with Section 307 of the Standard Specifications.

Section 401 - Plant Mix Bituminous Bases And Pavements - General

Plant mix bituminous bases shall be constructed in conformance with Section 401 of the Standard Specifications.

Section 403 - Asphalt Concrete Pavement

Asphalt concrete pavement shall be constructed in conformance with Section 403 of the Standard Specifications.

Section 407 - Asphalt Tack Coat

The asphalt tack coat shall be constructed in conformance with Section 407 of the Standard Specifications.

Section 504 - Structural Concrete

Structural concrete shall be constructed in conformance with Section 504 of the Standard Specifications.

Section 505 - Reinforcement

Reinforcement shall be in conformance of Section 505 of the Standard Specifications.

Section 603 - Culverts, Siphons, Sewers, and Irrigation Pipe

Sewer pipes shall be constructed and placed in conformance with Section 603 of the Standard Specifications supplemented and/or modified as follows:

603.11 Materials - The city has requested transite pipe be designated as the type of pipe to be used on this project.

Section 604 - Manholes and Inlets

Inlets shall be constructed in conformance with Section 604 of the Standard Specifications.

Section 608 - Portland Cement Concrete Walks, Driveways and Surfacing

Portland cement concrete walks and driveways shall be constructed in conformance with Section 608 of the Standard Specifications.

Section 609 - Portland Cement Concrete Curbs and Islands

Portland cement concrete curbs and islands shall be constructed in conformance with Section 609 of the Standard Specifications supplemented and/or modified as follows:

609.01 Description - The city has requested Type A curb be designated as the type of curb to be used on this project.

8125 7-24-73

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Tunnel St.-Biehn St. (Klamath Falls)
Highway: Oregon Avenue (City of Klamath Falls)
County: Klamath
Prefix: 18-0604

Res. Engr. E. J. Dunn
Approx. Length 0.2± mile
~~St.~~ Tunnel St. to ~~St.~~ Biehn St.
Date July 24, 1973

Mean Truck A.D.T. 134
Traffic Coefficient 7.6
18 kip s. a. per day 31.5

Annual Precipitation 14"±
Frost Penetration 24"±
CBE Total Requirement 25.0"

(1)

Typical Soil

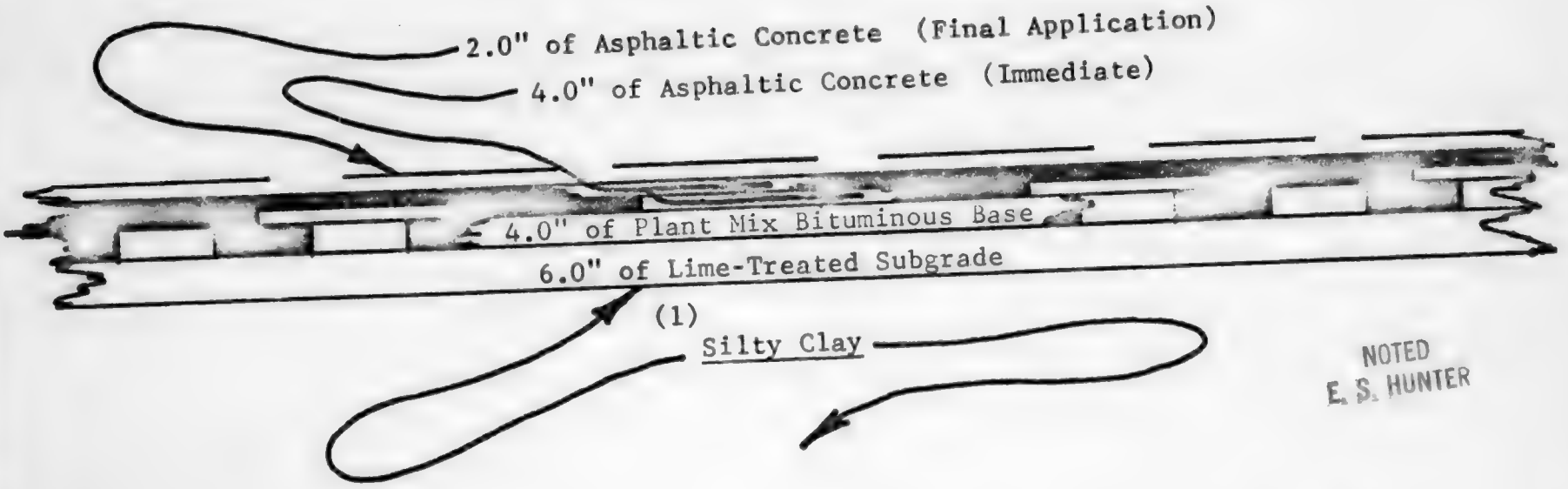
55 LL
22 PI
98 %P 10
86 %P 200
2 % Gravel
3 % C Sand
9 % F Sand
47 % Silt
39 % Clay
7 R Value
A-7-5 AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
4.0"	2.0"	A.C. (F.A.)
8.0"	4.0"	A.C. (I.)
7.0"	4.0"	P.M.B.B.
6.0"	6.0"	L.T.S.
25.0"	16.0"	

STRUCTURAL SECTION


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
4.0" of Plant Mix Bituminous Base
6.0" of Lime-Treated Subgrade
(1)
Silty Clay

NOTED
E. S. HUNTER

Submitted by _____ Base Design Engineer

Recommended by _____ Engineer of Materials and Research

Recommended by _____ Location Engineer

Approved by _____ Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

RECEIVED
JUL 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SECTION: Tunnel St.-Biehn St. (Klamath Falls)

HIGHWAY: Oregon Ave. (City of Klamath Falls)

COUNTY: Klamath

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	1.0"-0 *Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
6.0 - 7.0	3.0"	---	15.5"	21.5"	18.5"
4.8 - 6.0	2.0"	---	14.0"	18.0"	16.0"
Cars Only	2.0"	---	*10.0"	13.0"	*12.0"

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 6.6 and a C.B.E. Requirement of 22.0". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application."

*Surfacing thickness was increased to equal one-half the depth of frost penetration.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	1.0"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Tunnel St.-Biehn st. (Klamath Falls)

HIGHWAY: Oregon Avenue (City of Klamath Falls)

COUNTY: Klamath

5300 Present ADT (19 73)

2 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	63	1.53	96	80	450	36,000
3	20	1.53	30	25	1000	25,000
4	5	1.53	8	7	1250	8,750
5	17	1.53	26	22	3180	69,960
6	0	----	--	--	2570	- - -
				134	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 139,710

TWENTY YEAR EWL 2,794,200

TRAFFIC COEFFICIENT 7.6

SECTION: Tunnel St.-Biehn St. (Klamath Falls)

HIGHWAY: Oregon Ave. (City of Klamath Falls)

COUNTY: Klamath

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair_____ Poor_____
   Remarks: _____
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil.
7. Stage Construction: Part of Design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type of construction.

CONCLUSION AND REMARKS:

This is a short (1000'±) project, and traffic does not warrant the use of C.R.P.C.C.

TRANSACTION NUMBER 4-13

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-10-73

BY (Signature): MR. L.H. YOUNG'S APRIL 5, 1973 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 80 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
80	T-5015(5)	0.20	75,000	47,600

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
TUNNEL STREET - BIEHN STREET (KLAMATH FALLS) SECTION. KLAMATH COUNTY	PRELIMINARY ENGINEERING, GRADE, DRAIN, HIGH TYPE PAVEMENT AND ILLUMINATION.

4-10-73

8125

RECEIVED STATE HWY ENGR
APR 12 '73
REFER TO
FOR
Info Times R/D D/R Struc Act File

NOTED
A. E. JOHNSON

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

NOTED
E. S. HUNTER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-10-73 for	C R Brandt VERNON V. CUSACK, ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

8125

April 5, 1973

TO Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

FROM
L. H. Young
Office Engineer

SUBJECT Program Data Submission
Project T-5015(5)

We are submitting program data for one TOPICS Project, Item No. 80, Project No. T-5015(5), "Tunnel Street-Biehn Street (Klamath Falls) Section", which we desire to have included in the Federal-aid TOPICS Highway Program.

The project program contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain location/design approval for the project.

We will request further authorization to proceed with preliminary engineering for P.S. & E. preparation as soon as location/design approval is granted.

The project is exempt from State Clearinghouse review under working agreement dated April 28, 1970.

There is no functioning District 11 Clearinghouse at this time and the Highway Division has been informed by the State Clearinghouse there will be no district review of this project.

A public hearing relative to the project will be offered by the city of Klamath Falls.

An environmental statement is being submitting under separate action.

Enc.

JG:bb

Budget Bureau No. 41-R2067; Approval E

U.S. DEPARTM
BUREAU

MONTHLY TRANSACTION NO. 4-13

DATE SUBMITTED TO W. O. APR 10 1973

FORM PR-1 (REV. 4-61) 4-5-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER (19)(20): 1 — PROJECT LOCATION (45 typewriter spaces) (21): City St. Ore. Ave. (K. Falls) Tunnel-Biehn St. (65) — ADT — PRESENT: 4,800 — FUTURE (66): 7,200 — YEAR (70)(71)(72): 93 — REGION: 10 — STATE NAME: Oregon — STATE CODE (1)(2): 35

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28)(62): P.E., Gr., Dr., H.T. Pave. & Illum. — NATL. FOREST (63)(65): — FH ROUTE NO. (66)(68): — SUFV AGCY (69): — DA CLASSIF. (70): — DA AREA (71): — EMERG. YR. (72)(73): B.4 — PL. AUTH YR (74)(76): — PROJECT NUMBER: PREFIX LETTER (S) (14): — NUMBER (15)(23): T- 5015 — SEQ. NO (7): (5)

CARD 4 — CLASS OF FEDERAL FUNDS: TOPICS — COUNTY NAME: Klamath — CODE (14)(16): 035

NAME OF URBAN AREA (17-31): Klamath Falls — ROUTE NO.: T — FEDERAL-AID — STATE (32): City St. (36)(37) — U.S. (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1	(1-6)(9)	(10)	41	42								
5	10			1	PE	3	City St. Oregon Ave. (Klamath Falls) from Tunnel St. to Biehn St.	0.20	3,000	1,900	550	550 (City)
5					ROW							
5	30			3	CONST (CODE) 6201	3	"Tunnel St.-Biehn St. (Klamath Falls) Sec."	0.20	72,000	45,700	13,150	13,150 (City)
							PROJECT TOTALS	0.20	75,000	47,600	13,700	13,700 (City)

P.E. a
Grade
type p
roadwa
walks
instal
illum

ROW-1
Acces
Park.
none.

RECEIVED
COUNTY & CITY SECTION
APR 12 1973
☐ ENGR. ☑ CO&R. ☐ UE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CARD 1 — CODE 1 — PREPARED BY

PROGRAM APPROVAL DATES

APR 1 7 1973

FHWA OREGON DIVISION

REMARKS (16)(23)(24)(33)

USCO

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

4-13

APR 10 1973

FORM PR-1 (REV. 4-61)

4-5-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Oregon	35	077	80

PROJECT LOCATION (45 typewriter spaces)

fty St. Ore. Ave. (K. Falls) Tunnel-Biehn St.

ADT	PRESENT	FUTURE	YEAR	REGION
	4,800	7,200	93	10

T. Projects Only

TYPE OF WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SPONS. AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR
T. Pave. & Illum.						B-4	

PROJECT NUMBER: PREFIX LETTER(S) T- | NUMBER 5015 | SEQ. NO. (5) | POST MI. | DESIG.

COUNTY NAME: Klamath | CODE 035

PROGRAM STAGE: 1 OR [X] 2

ROUTE NO. T | FEDERAL-AID | STATE City St. | U.S.

TOPICS

Klamath Falls

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE	3	City St. Oregon Ave. (Klamath Falls) from Tunnel St. to Biehn St.	0.20	3,000	1,900	550	550 (City)	P.E. all phases. Grade, drain, high-type pave a 62' curbed roadway. Const. side-walks both sides and install necessary illumination.
ROW								ROW-100' normal; Access control-none, Park. restrictions-none.
CONST (CODE) 6201	3	"Tunnel St.-Biehn St. (Klamath Falls) Sec."	0.20	72,000	45,700	13,150	13,150 (City)	
PROJECT TOTALS			0.20	75,000	47,600	13,700	13,700 (City)	

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APPROVAL DATES

1973

EGON DIVISION

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48905-P61

TUNNEL ST.-BIEHN ST. (KLAMATH FALLS) SECTION

PROJECT NO. T-5015(5)

Existing Facility: Oregon Ave. -- 25' to 36' AC pavement with variable width gravel shoulders (two travel lanes with no curbs or sidewalks).

Adjacent Facilities:

West End -- Interchange for US 97 (The Dalles-California Hwy.).
East End -- 38' Curbed section; AC surface; parking both sides.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.

2. Grade, drain, high-type pave a 62-foot curbed street section. Construct sidewalks on both sides of street and install illumination as needed at intersections.

NOTE: The sidewalks are necessary for pedestrian safety and are therefore classified as "Safety Improvement Work" because the permitting of parking on both sides eliminates the shoulder area which presently accommodates pedestrian traffic.

Additional ROW and Relocation Assistance Payments: None involved.

Environmental Impact: An environmental statement is being prepared under separate action.

Clearinghouse Approvals:

State -- Exempt under working agreement dated April 28, 1970.

District 11 -- No functioning clearinghouse at this time. The State Clearinghouse has informed the State Highway Division that there will be no district review of this project.

System Action: FAP Type II System approved by FHWA January 22, 1971.

Airports, Railroads, Water Developments, Historical and Recreation
None involved.

Public Hearings: Opportunity for hearing will be offered.

Location/Design Approval: Request will be submitted as a separate

Control of Utilities: The State does not have, at this time, the
authority to control the use by utilities of the right-of-way on t
ect. A State-City agreement is being prepared to comply with para
6d(1) of PPM 30-4.1.

Maintenance of Traffic Operations Improvements: A City-State agre
covering maintenance obligations will be prepared to comply with P
9 of PPM 21-18.

Data for Form PR-37:

a. Preliminary Engineering:

Field Work	$2,000
P.S. & E.	1,000
Total	$3,000

b. 100 Percent of project is on the FAP Primary Type II Sys

ST.-BIEHN ST. (KLAMATH FALLS) SECTION

PROJECT NO. T-5015(5)

Oregon Ave. -- 25' to 36' AC pavement with variable
rs (two travel lanes with no curbs or sidewalks).

erchange for US 97 (The Dalles-California Hwy.).
Curbed section; AC surface; parking both sides.

roposed work is as follows:

of preliminary engineering.

in, high-type pave a 62-foot curbed street section.
sidewalks on both sides of street and install
on as needed at intersections.

lks are necessary for pedestrian safety and are
classified as "Safety Improvement Work" because the
of parking on both sides eliminates the shoulder
presently accommodates pedestrian traffic.

Relocation Assistance Payments: None involved.

t: An environmental statement is being prepared under

vals:

t under working agreement dated April 28, 1970.

No functioning clearinghouse at this time. The State
has informed the State Highway Division that there will
review of this project.

P Type II System approved by FHWA January 22, 197

Airports, Railroads, Water Developments, Historical and Recreation Areas: None involved.

Public Hearings: Opportunity for hearing will be offered.

Location/Design Approval: Request will be submitted as a separate action.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Maintenance of Traffic Operations Improvements: A City-State agreement covering maintenance obligations will be prepared to comply with paragraph 9 of PPM 21-18.

Data for Form PR-37:

a. Preliminary Engineering:

Field Work	$2,000
P.S. & E.	1,000
Total	$3,000

b. 100 Percent of project is on the FAP Primary Type II System.

Form E-39

OREGON STATE HIGHWAY DEPARTMENT
AUTHORITY FOR SURVEY

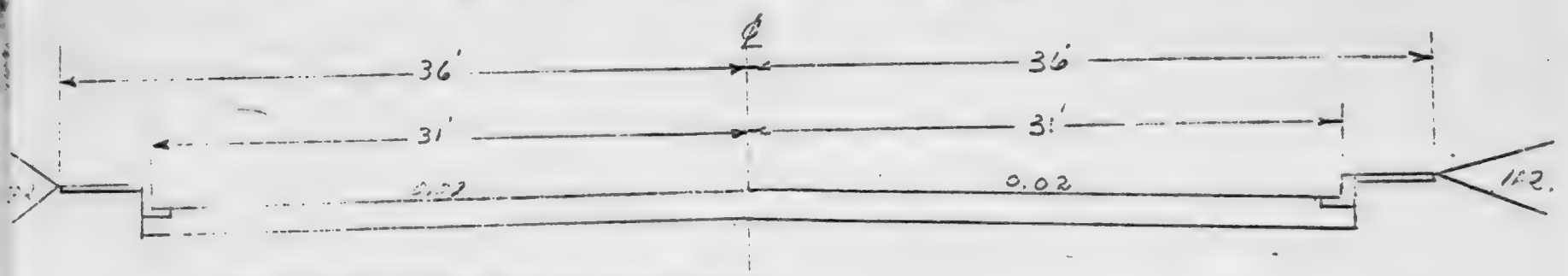
Section Tunnel Street-Biehn Street (Klamath Falls) Date March 12, 1973

Highway City Street Authorization No. 1

County Klamath #17 Survey Prefix 18-0604
(Assigned by Salem office)

Description of termini, route, length, etc.:

The location of this project is between the intersections of Biehn Street -Oregon Avenue and Tunnel Street-Oregon Avenue (about 1,000 feet long) in the westerly portion of Klamath Falls.



Base design to be determined later.

Purpose of survey:

Prepare plans and specifications for widening of Oregon Avenue from Tunnel Street to Biehn Street.

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Estimate of cost:

Field Survey	901	$2,600	Soils	910	500
Final design	905	1,000	Utility	914	500
Specifications	921	500			

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 5,100

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

Bob Aldrich
Ass't. Res. Engr. — Field Engineer

Recommended for Approval:

Location Engineer

Recommended for Approval:

Division Engineer

Approved:

Ass't State Highway Engineer

State Printing

OFFICE ENGINEERING SECTION

P. E. APPR. 4-6-73

FED. AID ✓ STATE

8125

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 27, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Proposed TOPICS Projects**

Presented for your consideration at the March 6 meeting will be requests from cities of Klamath Falls and Lake Oswego for approval of TOPICS projects.

Klamath Falls is requesting approval of a project to widen Oregon Avenue between Tunnel Street and Biehn Street. The project will include four travel lanes, curbs, gutters and sidewalks for approximately 1000 feet. Total project cost is estimated to be $75,000, of which the State and City will each pay approximately $15,000.

Lake Oswego is requesting approval of a project to install a traffic signal at the intersection of Lower Boones Ferry Road and Country Club Road. Also included would be some minor channelization. Total project cost is estimated to be $35,000, of which the State and City will each pay approximately $7,000.

These projects have been investigated and are eligible for funding under the Federal Aid TOPICS program.

I recommend your approval and request authority for the Secretary to sign project agreements for and on your behalf.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
R. L. Schroeder
H. S. Cox
L. E. George
F. L. Hall
V. E. Skoog
L. H. Young
Victor Wolfe
J. F. Putnam
L. W. Rulien
Gary Ross
Gary Sund

RB:ljt dpy

Copy

SUMMARY, TOPICS FUNDS
Fiscal Year 1970, 1971, 1972, & 1973 Projects

CITY	SECTION	PROGRAMED AMOUNT	STATE COST
KLAMATH FALLS	Tunnel Street-Biehn Street, Oregon Avenue. Grading, paving, drainage, curbs and sidewalks.	$ 75,000	$15,000
LAKE OSWEGO	Lower Boones Ferry Road @ Country Club Road. Traffic signal & channelization	35,000	7,000
	TOTAL NEW PROJECTS	$ 110,000	$22,000

SUMMARY BY FISCAL YEAR	1970,71 & 72	1973	TOTAL
Allocated Funds	$6,922,000	$1,450,000	$8,372,000
Approved Projects (corrected to date)	6,922,000	28,000	6,950,000
Unprogramed Balance	---	1,422,000	1,422,000
Proposed Project: 3/6/73	---	110,000	110,000
Unprogramed Balance	---	1,312,000	1,312,000

73-a
2/23/73

CITY OF KLAMATH FALLS
Proposed TOPICS Project

Tunnel Street-Biehn Street (Klamath Falls) Section, Oregon Avenue (FAP Type II).

Grading, paving, drainage, curbs and sidewalks, $75,000.

Widen Oregon Avenue to four lanes and install curbs, gutters and sidewalks.

A public hearing may be required.

PROPOSED TOPICS PROJECT

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310
February 6, 1973

SUBJECT:

To: H. S. Cox
County-City Engineer
B U I L D I N G

Attention: Dick Bladorn

From: L E George
L. E. George
Traffic Engineer

Subject:
TOPICS Project Request
Oregon Avenue - Klamath Falls

Returned herewith is the City of Klamath Fall's application for a grading and paving project on Oregon Avenue, east of The Dalles-California Highway.

We have checked this application and it appears that it is a worthy project. We have no quarrel with the proposed design.

VPJ:pb

Attachment

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OF KLAMA
FIFTH STREET
CODE 503

with a vicinity
ume diagram and
impact statement.
piled over a period
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of the request.
rmation.

ed with
verbal ok

T

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET TELEPHONE 884-3161
AREA CODE 503 ZIP CODE 97601

January 17, 1973

Mr. Dick Bladorn
Urban Program Engineer
Oregon State Highway
Highway Building
Salem, Oregon 97310

ReP Topics Project Request
City of Klamath Falls

Dear Mr. Bladorn:

Enclosed you will find a Topics project request form together with a vicinity map, copy of the authorizing resolution, traffic accident volume diagram and a plan profile sheet. I have also included an environmental impact statement.

The plan profile sheet represents data that has been compiled over a period of years since 1965. I am not suggesting that the project be built from the plans but only that it assist you in your evaluation of the request.

Please let me know if you need any additional information.

Sincerely,

Roger H. Tutty, P.E.
Director of Public Works

RHT:mb

Enclosure

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1-23-73
Has High Priority in Highway Tour
Plan per Wyatt. E.

1-29-73 Reviewed with Dave Cantor (4 tour)
Gave verbal ok to proceed.
B

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ENVIRONMENTAL IMPACT
TOPICS PROJECT REQUEST
CITY OF KLAMATH FALLS, OREGON

The proposed project is located on Oregon Avenue between the intersection of Biehn Street and Tunnel Street. The intersection at Tunnel Street is coincident with the ramp for the U.S. #97 interchange. The project consists of a 62 foot roadway section with curbing on both sides as well as sidewalks on both sides. It is approximately 1000 feet long.

The purpose of the project is to eliminate a sight obstruction caused by an abrupt grade change and also to effectively separate pedestrian traffic from vehicular traffic. A secondary purpose of the project is to increase the traffic carrying capacity of the roadway section. Currently the traffic volume approximates 4800 vehicles per day. Upon completion, the project should provide a more direct access to the U.S. #97 interchange as well as making this route safer.

In terms of environmental impact, the project should result in an economic benefit to the motoring public. The safety aspects for both vehicles and pedestrians traveling the route should be improved. This particularly applies to the children going to and from Conger School which is located approximately one block south of the route.

The effect on adjacent land should be negligible since the improvement will be contained within the existing right-of-way. Some approaches to private property will have an increased grade but the grade will be within the limits that can be traveled by the standard automobile. There will be no trees or other major types of vegetation disturbed by the project. There also should be no inconvenience to the public during construction other than that which is normally encountered by a motorist traveling through a construction project. The project should result in a better drainage system for the roadway. This in turn will eliminate present conditions of soil erosion and accumulation of storm run-off on the local street system. The storm run-off also adversly effects the playground area adjacent to Conger School. The project, of course, will provide a better route of access to the playground area.

The project has been under consideration by the City for approximately seven years. At one time the route was under the jurisdiction of the State Highway Department and some consideration was given by that agency for making similar improvements. It is apparent that the City Council considers the project as a high priority improvement for the street system within Klamath Falls. It is also apparent that the adverse environmental effects of the project are negligible.

Roger H. Tutty /mb

Roger H. Tutty, P.E.
Director of Public Works

RHT:mb

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date January 16, 1973

Name of City City of Klamath Falls
Major Street Name Oregon Avenue
Section Name Biehn Street - Tunnell Street

Location of Project (Attach sketch map) Length 1000 ft.
On Which System? Primary I _____ Primary II X or Secondary _____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: _____; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? No
Explain _____

General description of proposed project: Grade, base rock, pave, sub-surface drainage, side-walks

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: None

2. Type: a. Traffic Control _____
   1. Pretimed _____
   2. Traffic-actuated
      (a.) Full traffic-actuated _____
      (b.) Semi-traffic-actuated _____
      (c.) Volume density-actuated _____
      (d.) Pedestrian actuated _____

   b. Flashing Beacon _____

Footnotes:

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c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two _____
   b. Three _____
   c. Multiple _____

4. Is interconnection for coordination necessary? _____ Remarks: _____

If so, by cable or leased telephone line? _____

5. Type of Suspension:
   a. Mast Arm _____
   b. Span Wire _____
   c. Signal Bridge _____

6. Paint Color Desired: _____

7. Present Signalization: _____

8. Other Remarks: _____

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: Intersection lighting only

2. Type: a. Mercury Vapor _____
   b. Fluorescent _____
   c. High-pressure Sodium X
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II X
   c. III _____
   d. IV _____
   e. V _____

Footnotes:

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4. Luminaire Wattage:
   a. 175 _____
   b. 250 _____
   c. 400 X
   d. 700 _____
   e. 1000 _____

5. Luminaire Spacing: 260-300'

6. Maintained Intensity: 0.8-1.0 ft. can

7. Uniformity Ratio: 4.1 or better

8. Proposed Mounting Height:
   a. 30 ft. X (32')
   b. 40 ft. _____
   c. 45 ft. _____
   d. 50 ft. _____

9. Pole Type:
   a. Wood X
   b. Steel _____
   c. Aluminum _____

10. Operating Voltage:
   a. 120 _____
   b. 240 X
   c. 480 _____
   d. Series _____

11. Type of Wiring:
   a. Overhead X
   b. Underground _____

12. Present Illumination: Exist 7000 lumen MV at following intersection

NW corner - Oregon & Biehn
NW corner - Modoc & Oregon
NE corner - Siskiyou & Oregon
NE corner - U.S. 97 On Ramp & Oregon
SE corner - Lakeview & Biehn

All extend out over Oregon Avenue

Footnotes:

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III. CHANNELIZATION OR WIDENING DATA:

1. Location: Project length

2. Desired Work: Widen from two lane rural to four lane urban with curb side parking

3. Typical Cross Section: 62' curb to curb

4. Curbs? yes If so, a. Type Desired: (Standard, monolithic, rolled, or special) monolithic curb & gutter
   b. Exposure 6 inches
   c. Width between curbs 62 ft.
   d. Desired curb radius 15 ft.

5. Surfacing: A.C. X P.C.C. _____ Oil _____ Other _____

6. Present Typical Cross Section and Surfacing: 3" A/C with 8" cr. rk

7. Traffic Control Signing:
   a. By City at City Expense? X
   b. By State at City Expense? _____
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   a. By City at City Expense? _____
   b. By State at City Expense? X
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length 1000 ft.
   b. Width 4 ft.
   c. Type PCC
   d. Location: N & S side of project section

Footnotes: Sidewalks required for school access - School located on Siskiyou south of Oregon

IV. STRUCTURE DATA:

1. Location: None

2. Desired Work: _____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____

7. Is a particular type of structure and design desired? _____
Explain: _____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____
Width _____ ft.
d. Shoulders: Type _____
Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

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12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____

_____

Footnotes:

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(rev. 12-70)

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 100 ft.
   a. Maximum: 100 ft.
   b. Minimum: 100 ft.

2. Will additional right-of-way be needed? No Explain: _____

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? _____
   Explain: Provide improved access to Conger Park three blocks south

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: _____

8. Are utilities on existing right-of-way by? Permit _____ or Franchise X (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner _____, and dates between which water can be turned off:
   From _____ To _____ Location: _____

10. Are there any railroad crossings? No Location: _____

Footnotes: Utilities: Water - Oregon Water Corporation
Gas - Cal. Pacific Utility Inc.
Electric - Pacific Power & Light
Telephone - Pacific Northwest Bell
TV - Southern Oregon Cable TV

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a. Name of Railroad None

b. Number of tracks: Mainline ____ Siding ____ Total ____

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____
(1.) Does City wish State to prepare P.U.C. hearing data? _____
(2.) Will P.U.C. application be made by? State _____
City _____
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ ~~77700~~ 69,000 (As of 1973-74 fy)
(Federal + State + City)
2. Estimated Cost of Requested Project $ 72000
3. Date Match Money is Available: December, 1972
4. Will there be any 100% City money? Yes - Signing & Striping
(Non-participation items)
5. Maximum Amount of 100% City Money: $ 1000.00

Footnotes: City will access abutting properties for portion of City share of matching fund requirements

T-1-69
(rev. 12-70)

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: To be completed in early 1973

2. Existing Conditions Necessitating This Proposed TOPICS Project: Poor sight distance east of Siskiyou in proximity of Conger grade school. South leg of Siskiyou serves as terminus for California Avenue which has collector status. Existing pavement sub-standard width. Poor drainage at Modoc intersection.

3. This Project Would Accomplish the Following: Reduce or eliminate vehicle conflicts at Siskiyou intersection and remove existing pedestrian - vehicle hazard. Remove drainage obstruction to traffic at Modoc intersection. Improve street capacity. Separate pedestrian and vehicles along project length. Provide better access to U.S. 97 interchange

This application is not complete unless a sketch map showing the location of the project is attached.

The Klamath Falls City Council on the 5th day of May, 19 72, adopted Resolution No. 2020 or Ordinance No. None, as the case may be, requesting this TOPICS project.

By _____

By R N Tutty

T-1-69
(rev. 12-70)

R E
COUNTY & CI
JAN 18 1973
ENGR. COOR. CE AE UE
UPE CE RE RPE

RESOLUTION NO. 2020

RESOLUTION AUTHORIZING THE MAYOR AND RECORDER TO ENTER INTO AN AGREEMENT FOR CONSTRUCTION OF OREGON AVENUE BETWEEN BIEHN STREET AND SISKIYOU STREET USING TOPICS FUNDS.

WHEREAS, the City of Klamath Falls has previously endorsed a Federal, State, City traffic operations program to increase the capacity and safety of City streets, which program is referred to as the TOPICS PROGRAM: and

WHEREAS, it is the desire of the City of Klamath Falls to implement the construction of a widened street section improved to urban standards between Biehn Street and Siskiyou Street; and

WHEREAS, it is the desire of the City of Klamath Falls to initiate and construct said project via the TOPICS PROGRAM;

NOW THEREFORE, THE CITY OF KLAMATH FALLS RESOLVES AS FOLLOWS

Section 1.

That the City Engineer is hereby directed to submit a Topics project request to the Oregon State Highway Commission for the construction of Oregon Avenue between Biehn Street and Siskiyou Street.

Section 2.

That the Mayor and Recorder are hereby authorized to enter into an agreement with the Oregon State Highway Commission for the construction of said Topics Project.

Passed by the Common Council of the City of Klamath Falls, Oregon, this 4th day of May, 1972.

Presented to the Mayor and by him approved and signed this 5th dya of May, 1972.

Robert E. Search
Mayor

ATTEST:

Irene Fellers
Recorder

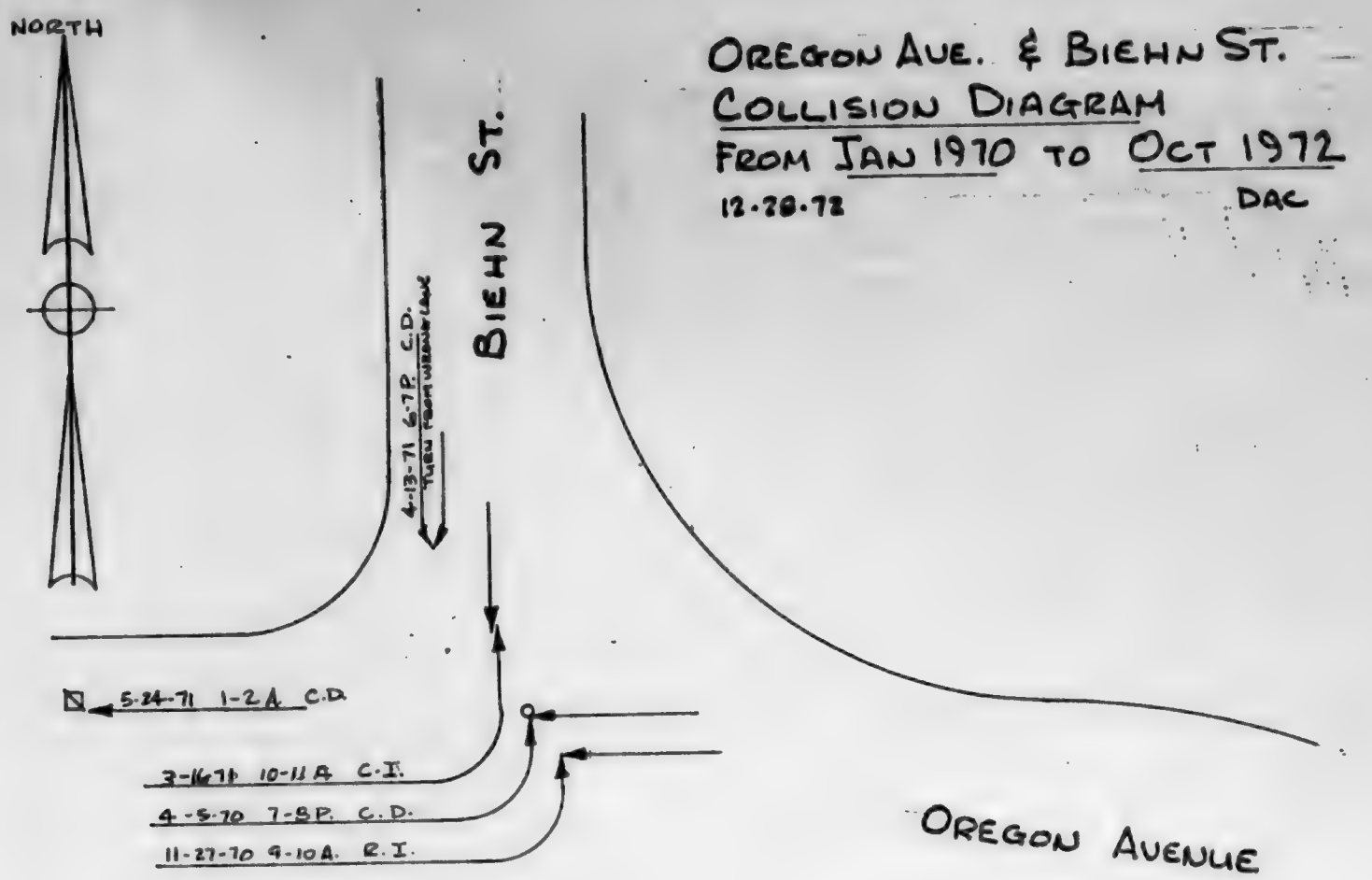
STATE OF OREGON,
COUNTY OF KLAMATH, SS.
CITY OF KLAMATH FALLS.

I, Rosie Keller, Recorder for the City of Klamath Falls, Oregon, do hereby certify that the above and foregoing is a true and correct copy of a resolution duly adopted by the Common Council of the City of Klamath Falls, at a regular meeting held on the 4th day of May, 1972, and thereafter approved and signed by the Mayor and attested by the Recorder.

Rosie Keller
Recorder

OREGON AVE. & BIEHN ST.
COLLISION DIAGRAM
FROM JAN 1970 TO OCT 1972

12-28-72 DAC



LEGEND

PATH OF MOVING MOTOR VEHICLE
PEDESTRIAN PATH
FATAL
NON FATAL
REAR END COLLISION
PARKED VEHICLE
FIXED OBJECT
OVERTURNED
OUT OF CONTROL
SIDESWIPE

TIME ___ A=AM P=PM
PAVEMENT ___ D=DRY I=ICY W=WET
WEATHER ___ C=CLEAR F=FOG R=RAIN SL=SLEET S=SNOW

ACCIDENT SUMMARY	DAYLIGHT				NIGHT				TOTALS			
CLASSIFICATION BY TYPES	FATAL	NON-FATAL	PROP DAMAGE	TOTAL	FATAL	NON-FATAL	PROP DAMAGE	TOTAL	FATAL	NON-FATAL	PROP DAMAGE	TOTAL
APPROACHING AT RIGHT ANGLES			1	1							1	1
APPROACHING SAME DIRECTIONS							1	1			1	1
APPROACHING OPPOSITE DIRECTIONS			1	1		1		1		1	1	2
PEDESTRIAN ACCIDENTS												
FIXED OBJECT ACCIDENTS							1	1			1	1
OTHER ACCIDENTS												
TOTALS			2	2		1	2	3		1	4	5

RECEIVED
COUNTY & CITY SECTION
JAN 18 1973
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ CE
☐ HDE ☐ CE ☐ RE ☐ RPE ☐

OREGON AUE & SISKIYOU ST.
COLLISION DIAGRAM
FROM JAN 1970 TO OCT 1972

12.28.72 DAC

SISKIYOU ST.

12-13-70 12-1 P. S.I.

7-2-71 3-4 P. C.D.

OREGON AVENUE

7-4-71 12-1 A. C.D.

8-23-70 9-10 P. C.D.

1-10-70 11-12 P. C.W. PASSING ON CREST HILL

6-25-70 11-12 A. C.D.

RECEIVED
COUNTY & CITY SECTION
JAN 18 1973
☐ ENGR. ☐ COOR. ☐ CE ☐ TE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

LEGEND

PATH OF MOVING MOTOR VEHICLE
PEDESTRIAN PATH
FATAL
NON FATAL
REAR END COLLISION
PARKED VEHICLE
FIXED OBJECT
OVERTURNED
OUT OF CONTROL
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TIME A=AM P=PM
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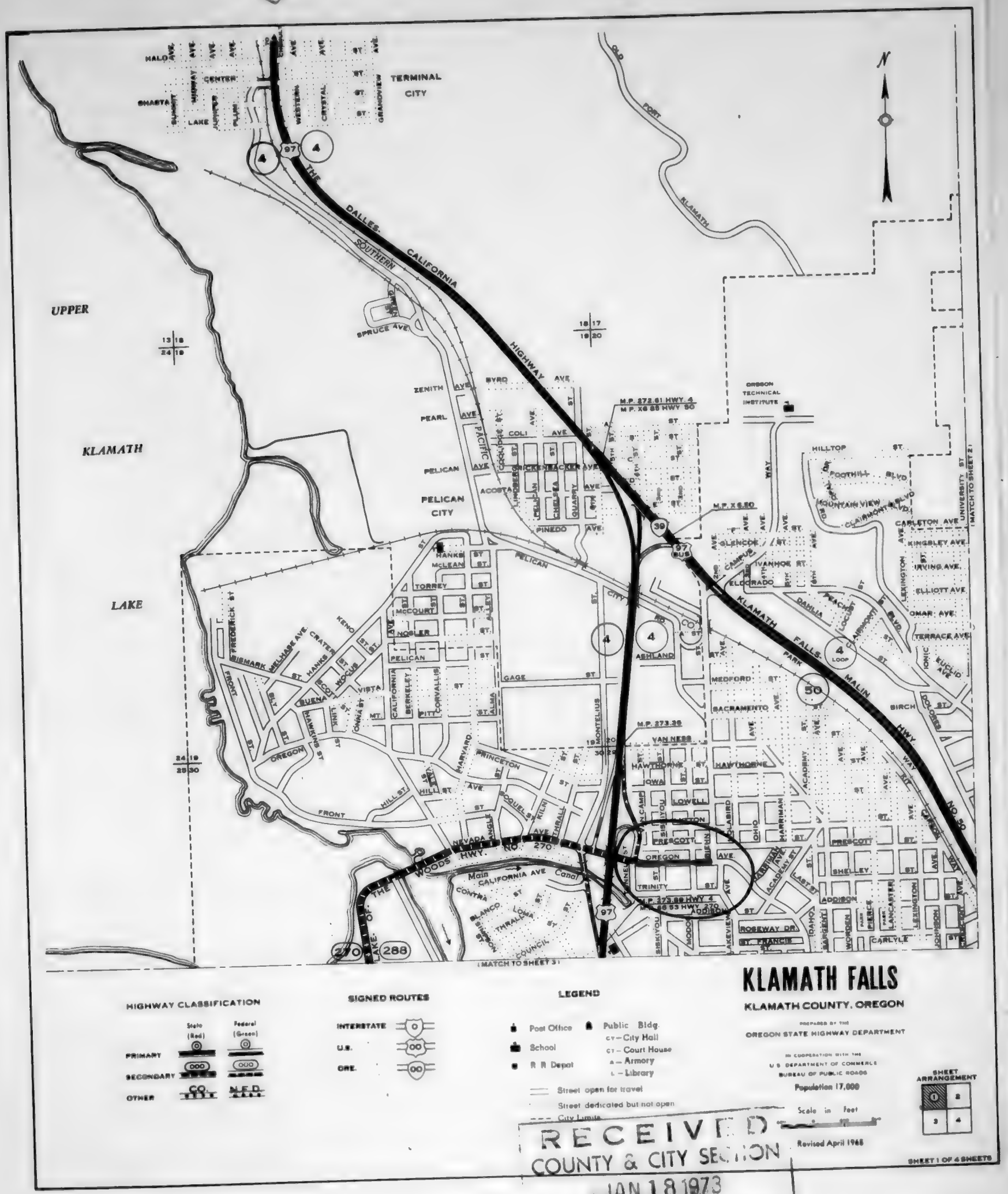
ACCIDENT SUMMARY	DAYLIGHT				NIGHT				TOTALS			
CLASSIFICATION BY TYPES	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL
APPROACHING AT RIGHT ANGLES												
APPROACHING SAME DIRECTIONS		1	2	3						1	2	3
APPROACHING OPPOSITE DIRECTIONS						1	1	2		1	1	2
PEDESTRIAN ACCIDENTS												
FIXED OBJECT ACCIDENTS							1	1			1	1
OTHER ACCIDENTS												
TOTALS		1	2	3		1	2	3		2	4	6



KLAMATH FALLS

KLAMATH COUNTY, OREGON

PREPARED BY THE

RECEIVED
COUNTY & CITY SECTION
JAN 18 1973
☐ ENGR. ☐ COOR. ☐ OE ☐ TE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON AVE. KLAMATH FILES 7/12/72

7/12/72

OREGON AVE.

KLAMATH FILES

7/12/72

OREGON AVE.

KLAMATH FILM

7/12/72

N FALLS

Klamath

OREGON AVE.

Klamath Falls

7/12/72

OREGON AVE.

KLAMATH FILES

7/12/72

KLAMATH FALLS 7/12/72

OREGON AVE. KLAMATH FILES 7/12/72

OREGON AVE.

KLAMATH FILES

7/12/72

OREGON STATE
HIGHWAY DIVISION

STATE HIGHWAY BUILDING
SALEM, OREGON 97310

FORM B-194

8126 Big Ck. Br. Sec., Oreg. 1975
Coast Hwy. S of Newport
(grading, paving and structure)

8126

December 5, 1975

Fireman's Fund Insurance Co.
Attn: Fidelity & Surety Dept.
921 S.W. Washington Street
Portland, OR 97205

Gentlemen:

A post-final payment for $843.65 will be made to Freedom Construction on Contract No. 8126 for work on the Big Creek Bridge Section of the Oregon Coast Highway in Lincoln County as soon as the warrant is prepared.

The total amount paid on this contract will be $124,210.37 including the post-final payment. Of the total $1,735.49 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Freedon Construction
P. O. Box 3258
Salem, OR 97302

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

Firemen's Fund Insurance Co.
921 SW Washington St.
Portland, OR 97205

December 3, 1975

Attn: Fidelity & Surety Dept.

Gentlemen:

On November 26, 1975, we wrote to you concerning release of final payment on Contract No. 8126 awarded to Freedom Construction for work on Big Creek Bridge (M.P. 160.2) Section of the Oregon Coast Highway in Lincoln County.

Final payment on this contract is $5,921.37 and the total contract amount is $123,366.72 including $1,735.49 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

zw

cc: Freedom Construction
PO Box 3258
Salem, OR 97302

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8126

FORM 81-736-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Big Creek Bridge (M.P. 160.2)		WEEK ENDING: August 23, 1975
		SECTION PREFIX: 21-0502
HIGHWAY: Oregon Coast		COUNTY: Lincoln
NAME OF JOB: Big Creek Bridge (M.P. 160.2)	KIND OF WORK: Grading, Paving, & Structures	
CONTRACTOR: Freedom Construction	CONTRACT NUMBER: 8126	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: March 4, 1975	DATE WORK STARTED: March 27, 1975	ESTIMATED COMPLETION DATE: August 20, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 125	WORK DAYS USED / CALENDAR DAYS USED: 118
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 94
PROJECT AUTHORIZATION: $163,210.95	ENGINEERING AUTHORIZATION: $13,036.95	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 84 %
EXCLUSIVE OF ENGINEERING: $150,173.90	ENGINEERING COST TO DATE: $12,845.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 78 85
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $144,856.11		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 99 %	August 20, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			0.136	0.136	0	0	0.136
MILES PARTIALLY COMPLETED			0.136	0.136	0	0	0.136
MILES COMPLETED			0.136	0.136			0.136
TOTAL ESTIMATED QUANTITIES (CONTRACT)			880 CY	300 CY			500 Ton
TOTAL QUANTITIES CORRECTED TO DATE			880 CY	300 CY			565 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			440 CY	250 CY			565 Ton
AVERAGE DAILY QUANTITIES			-	-			-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			-	-			-
NUMBER OF SHIFTS PER DAY			1				
HOURS PER SHIFT			10				

EQUIPMENT USED DURING THE WEEK: 1 Case 580 Backhoe, 1 Concrete pump

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1430 A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 1	Rain	0		
MONDAY	AM-Rain, PM-Clear	0		
TUESDAY	AM-Fog, PM-Clear	1		
WEDNESDAY	Clearing	1		
THURSDAY	AM-Fog, PM-Clear	0		
FRIDAY	AM-Fog, PM-Clear	0		
SATURDAY		0		

Routing
Keasey K Richards
Bond 13 Glenn
Jackmond Berg
Harwood
Johnsen
Walker

RECEIVED
AUG 25 1975
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
AUG. 17 SUNDAY	NO ACTIVITY
AUG. 18 MONDAY	NO ACTIVITY
AUG. ~~XX~~ 20 Wednesday ~~XXXXXXX~~	~~XXXXXXXX~~ Contractor patched holes under bridge with grout . Also straightened up guard rail posts on ends of bridge. General clean-up
AUG. ~~XX~~ 19 Tuesday ~~XXXXXXX~~	Contractor grouting riprap under the bridge at both ends. General clean-up.
AUG. 21 THURSDAY	NO ACTIVITY
AUG. 22 FRIDAY	NO ACTIVITY
AUG. 23 SATURDAY	NO ACTIVITY

REMARKS

Contractor finished working on contract Wednesday, Aug 20, 1975, and is awaiting final inspection next Tuesday, August 26, 1975.

This will be the last weekly report submitted by this office.

SIGNED Charles W. Elroy LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8126

B

August 5, 1975

Mr. David A. Nelson
Freedom Construction
P. O. Box 3258
Salem, Oregon 97302

Dear Mr. Nelson:

The State Highway Division has reviewed your request for an extension of time for work on the Big Creek Bridge Project, Contract No. 8126, in Lincoln County.

Extra work performed under Price Agreement No. 1 meets the requirement of Subsection 108.09 (d) of the Standard Specifications for Highway Construction, 1974. The number of specified calendar work days is hereby increased by 25 days to a new total of 125 days in which to complete all contract work.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

DL:fr js

bc: F. B. Klaboe
H. S. Coulter
C. T. Keasey
C. O. Fredrickson
Robert Church

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 1, 1975

FILE: CON 5 #8126

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Time Extension Request
Big Creek Bridge (M.P. 160.2)
Oregon Coast Highway
Contract No. 8126
Lincoln County

Freedom Bridge has requested a 25-day time extension for added piling work. During bridge foundation construction, insufficient pile bearing was achieved with order length piling. The contractor was directed to furnish and drive 920 additional lineal feet of piling. The original bid quantity was 680 lineal feet. These were 14" diameter cast-in-place concrete with driven steel shells. Contract work was delayed 15 days while additional steel piling shells were ordered and shipped to the job site and 10 more days while driving was performed. Price Agreement No. 1 in amount of $25,650 covers this added work.

I recommend that a 25-day adjustment of contract time be granted due to performance of extra work as provided by Subsection 108.09(d) of the standard specifications. ($100 per day.)

This is a State project. The project was 97 percent complete on 7-17-75 and the recommended extension is expected to delete all liquidated damages.

A rough draft letter to the contractor is attached.

JAB:DL:fr

Att.

cc: Robert Church

RECEIVED
AUG 1 1975
Office of
Assistant State Highway Engineer

E-230 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 9, 19 75

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 120 days to 141 days, within which to complete our Contract No. 8126, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Request extension of time in accordance with Section 108.09(d) of Standard Specifications for Highway Construction; performance of extra work, i.e. "Change Order No. 1," a request for additional pile driving. One week of additional time was required for arrival of pile material, two weeks were required for placement of the pile material.

Respectfully submitted,

FREEDOM CONSTRUCTION
Contractor

By David A Nelson

CONSENT OF SURETY

Date July 11, 19 75

We, Firemans Fund Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Firemans Fund Insurance Company

By Carol A McAllister
Attorney-in-fact
Carol A. McAllister

(SEAL)

David A Larson
Resident Agent
Fred. S. James & Co.
One S W Columbia

Portland, Oregon 97201

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8126 Contractor Freedom Construction

Highway Oregon Coast

Section Big Creek Bridge (M.P. 160.2)

Kind of Work Grading, Paving, Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 25 day time extension of contract time due to performance of additional piling work covered by Price Agreement No. 1.

Recommended for Approval:

Harold Kimes
Regional Engineer

Construction Engineer or ~~Bridge Engineer~~

~~H. S. Coulter~~
~~State Highway Engineer~~

Contract No.	8126
Project designation	State (State-Federal)
Date awarded	3/4/75
Work started	3/27/75
Per cent completed	97 % 7/17/75 (Date)
No. of Workdays Allowed	100
No. of Workdays Used	116
No. of Added Workdays Requested	25

SP*67960-724

Freedom Bridge

July 16, 1975

Gentlemen:

The request for extension of time submitted for Big Creek is in error. The number of calender workdays allowed was 100 days instead of the 120 days. The request for an additional 25 days would make the new total 125 rather than the 141.

The justification should be deleted, and this more detailed explaination substituted:

> We are submitting a request for extension of time in accordance with section 108.09 paren. (d) of the standard specifications; performance of "extra Work." This extra work was driving additional lengths of piling as paid for in Price Agreement #1.
>
> Authorization for ordering additional piling was made on April 7, 1975. The piling actually arrived on the job April 21, 1975. The time elapsed was 15 days, during which we were unable to proceed with any other work. The pile driving was begun on April 22, 1975, and completed by May 9, 1975. During the driving, an additional eight day loss was caused by an equipment breakdown, not related to the extra work; therefore, an extension of 11 days is requested for additional pile driving. The total time to complete the extra work was twenty-five (25) days.

Respectfully submitted,

David A. Nelson

P.O. BOX 3258 / SALEM, OREGON 97302 / TELEPHONE (503) 581-1473

8126

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon ~~State Highway~~ Transportation Commission

DATE June 19, 1975

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Big Creek Bridge**
Contract No. 8126
Request for Additional Authorization

This bridge widening project which is now under way on the Oregon Coast Highway south of Waldport is expected to overrun an estimated 21.68 percent. This is a State project to widen an existing structure on both sides to provide a wider roadway.

The overrun is entirely due to additional piling length needed in the extended footings. The bid quantity was 680 lineal feet, but an additional 920 feet has been used in order to obtain sound pier footings. This additional piling work will cost about $26,000 and related engineering costs will be an additional $2,400.

Your approval is requested for an increase of $29,084.59 to make a new total authorization of $163,210.95. This matter will be on the agenda for your consideration at the June 30 Commission meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
R. L. Schroeder
E. S. Hunter
C. T. Keasey
Gary L. Sund
Jack Graham
V. E. Skoog
Robert Church

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 19, 1975

FILE: CON 5 #8126

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Big Creek Bridge
Contract No. 8126
Request for Additional Authorization

TO: H. S. Coulter
Assistant State Highway Engineer

The subject bridge widening project which is now underway on the Oregon Coast Highway south of Waldport is expected to overrun an estimated 21.68 percent. This is a State project to widen an existing structure on both sides to provide a new 39 foot roadway.

The overrun is entirely due to additional piling length needed in the extended footings. The bid quantity was 680 lineal feet, but an additional 920 feet has been used. This additional piling work will cost around $26,000 and related engineering will also cost an additional $2,400.

The price agreement to cover the piling overrun is being revised, but the above amount should cover the ultimate overrun cost. The bridge work is now over 60 percent complete, but none of the roadway work on the approaches has been done. Project completion is still expected in July.

Attached is Form E-372 showing an overrun of $29,084.59 and a rough draft letter to the Transportation Commission.

JAB:fr

Att.

cc: Robert Church

6-19 cy HSC

RECEIVED

JUN 19 1975

Office of
Assistant State Highway Engineer

9.26

K

Form 81.734.3030

Scofield
Gloth
Berg

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

1975 CONSTRUCTION SECTION

FILE: 21-0502

Salem, Oregon

May 19, 1975

FROM: Gerald W. Wimer
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Claim Notice
Big Creek Bridge
Oregon Coast Highway
Contract 8126

TO: C. T. Keasey
CONSTRUCTION ENGINEER

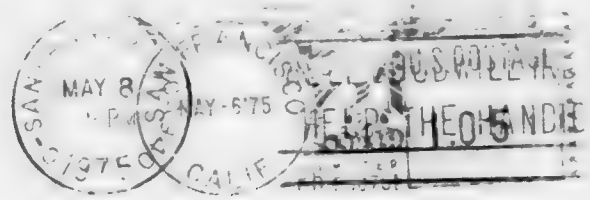
Attached is a May 5, 1975, notice and attachment from Aileen Roberts, Office Manager for L. B. Foster Company, serving notice of potential claim on the subject project.

Even though this is only notice of a potential claim, it is recommended you arrange for filing and posting against the project in the usual manner.

GWW/db
Attachments (2)
cc: Chuck Elroy w/attach.

NOTED
C. W. HEAD

L. B. FOSTER COMPANY
P. O. BOX 3721
SAN FRANCISCO, CALIFORNIA 94119



OREGON STATE HIGHWAY DEPT.
STATE HIGHWAY BLDG.
SALEM, OREGON

RETURN RECEIPT REQUESTED

21-0502

FOSTER

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

L. B. FOSTER CO.

REGIONAL HEADQUARTERS: ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

DATE MAY 5, 1975

TO: OREGON STATE HIGHWAY DEPT.

STATE HIGHWAY BLDG.

SALEM, OREGON

S-SEA 5821

Dear Sir;

It is with a great deal of pleasure that we have commenced delivery of material to your property which is described as: BIG CREEK BRIDGE CONTRACT # 8126
HWY 101 WALDPORT, OREGON

in the county of LINCOLN, State of Oregon, and on the order of

(contractor) FREEDOM CONSTRUCTION -OREGON although your order came to us indirectly, we assure you that we do appreciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment a lien may may be claimed.

The first of such materials and supplies were furnished and delivered by the undersigned on the 17TH day of APRIL 19 75, and a lien may be claimed for all such materials or supplies delivered on and after that date. The payment by owner or lender to the contractor does not remove the right of the person furnishing materials or supplies to claim a lien against the property, unless the person giving the notice is, in fact, paid, and no further notice or any subsequent delivery to the woowner is necessary.

This notice is sent to you as the owner, or reputed owner, of the premises upon which the materials and supplies are to be used and in compliance with the laws of the State of Oregon set forth in ORS 87.020.

Please do not hesitate to call on us if there is anything about this notice, that you do not understand, or if we can be of any other assistance to you.

Very truly yours,

L. B. Foster Company

Aileen Roberts

Aileen Roberts
Office Manager

AR/rd

REGISTERED MAIL NO. 69496

JOB: BIG CREEK BRIDGE

L.B. FOSTER COMPANY
P.O. BOX 3721
SAN FRANCISCO, CALIFORNIA 94119

P U B L I C J O B

THROUGH THE NORMAL COURSE OF BUSINESS, WE WOULD CERTAINLY NOT EXCERCISE A LIEN ON YOUR PROJECT - - A PROJECT WHICH IS IMPORTANT TO OURSELVES AND TO OUR CUSTOMER. IT IS OUR UNDERSTANDING, HOWEVER, THAT PRESENT LAWS DICTATE THAT WE SEND THIS PRELIMINARY NOTICE.

IN ORDER TO PRESERVE LIEN AND STOP NOTICE RIGHTS, A MATERIAL DEALER OR SUB-CONTRACTOR HAS TO SEND A PRELIMINARY NOTICE, NOT LATER THAN 10 DAYS AFTER FIRST DELIVERY OR COMMENCEMENT OF WORK ON EACH JOB, TO THE PRIME CONTRACTOR.

WE APPRECIATE YOUR COOPERATION IN THIS MATTER, AND HOPE THAT YOU WILL CALL IF THERE ARE ANY QUESTIONS.

L.B. FOSTER COMPANY

8126

R

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 16, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon Project BRF-144(-)
Big Creek Bridge
Project Assessment (Revised 3/3/75)

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien

The subject project assessment submitted with Mr. Rulien's March 25 letter has been reviewed and is being returned for additional information. The type of action determination cannot be concluded from the information presented. The following additional information is requested:

NOTED
E. S. HUNTER
E Rulien

1. A project sketch map, of adequate scale, depicting Alternatives L_2, L_3, and L_6.

2. A brief description of each alternative.

3. A clarification of the "low summer flow" discussion included on Page 2 of the assessment.

4. The hydraulics report referred to in the assessment.

5. An expanded discussion addressing the possible impacts associated with the proposed channel and estuary encroachment by the selected alternative.

NOTED
L. JOHNS

William H. Kyppus
for G. L. Green

cc:
OSHD (G Potter)

RECEIVED
APR 18 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

4-23-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
STATE HWY ENGR
APR 17 '75
REFER TO
FOR
Info | Inves | R/D | C/R | Sign | Act | File

1126

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 10, 1975

FILE: Bridge 1180A

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Memo to the File

SUBJECT:
Big Creek Bridge (MP 175)
Oregon Coast Highway
Bridge No. 1180A
Navigability of Creek

NOTED
E. S. HUNTER

In accord with the Coast Guard's letter of February 26, 1975, a study has been made concerning navigation and it is concluded that Big Creek is not considered to be navigable.

Title 23CFR, as referred to by the Coast Guard, indicates navigable waters are those in which vessels may navigate or travel between two or more states or to or from foreign nations.

The following points are significant:

1. Big Creek does not provide travel between states since it is located entirely in Oregon.

2. Big Creek is too small to carry significant commerce.

3. At its mouth, Big Creek has no channel and flows across the beach sand to the ocean. Such a lack of channel does not provide access for ocean-going ships required for travel between foreign nations. (See attached aerial photo.)

RWE:dh
Attachment

cc E. S. Hunter /w/ copy of Coast Guard letter
P. M. Oakley

RECEIVED
MAR 11 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE:

. 3271
Serial 76
26 February 1975

Big Cr. Br.
Lane Co.

Oregon State Highway Division
Attention: Mr. George N. Hopkins
Project Development Engineer
Project Management Section
Highway Building
Salem, Oregon 97310

Dear Sir:

Your letter of 14 February 1975 to all interested persons concerning a replacement bridge over Big Creek on the Oregon Coast Highway has been received. The Coast Guard is responsible for issue of a permit for every bridge across a navigable waterway.

Oregon State Highway Division should conduct their own study of the river insofar as navigation is concerned. You should be governed by Title 33 CFR §2.10-5, -10, -15; §215-1, -5, -15 and -20; and §2.20-1, -5, a copy of which is enclosed. Conclusive determination can only be made by Federal Courts. Federal Courts have also used the following test:

> "Navigable waters mean those parts of streams or other bodies of water over which Congress has jurisdiction under its authority to regulate commerce with foreign nations and among the several states, and which either in their natural or improved conditions notwithstanding interruptions between the navigable parts of such streams or waters by falls, shallows, or rapids compelling land carriage, are used or suitable for use for the transportation of persons or property in interstate or foreign commerce including therein all such interrupting falls, shallows or rapids."

If you have any question of navigability after making the above test and historical review, I suggest you consult this office with the information gathered. If you find Big Creek at the site of your proposed replacement bridge is not navigable, the Coast Guard has no further comments to offer or interest in your project.

BEN GIFFORD
3-12-75

ACTION | INIT.
REMARKS:
MAR - 7 1975
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BRIDGE DIVISION

26 February 1975

Subj: Proposed replacement bridge over Big Creek on the Oregon Coast Highway

A copy of this letter is being sent to Mr. Walter Hart, Bridge Engineer, for information as his office is the official point for making all applications for Coast Guard bridge permits.

Sincerely,

SIGNED

R. V. HACKNEY
Captain, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl:
(1) 33 CFR - as noted

✓Copy to:
OSHC, Attn: Mr. Walter Hart
Bridge Engineer

cc: March 10, 1975
G.L. Green, FHWA
F.B. Klaboe
V.D. Wolfe
J.B. Boyd
R.E. Royer
J.H. Versteeg
Gary Potter
W.D. Albright
W.J. Hart
County-City
B.L. Gifford
D.E. Swan
William Anhorn
A.L. Shirley, Jr.

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Subpart 2.10—Definitions

§ 2.10–1 High seas.

(a) For the purposes of describing Coast Guard jurisdiction generally in section 2, Title 14, U.S. Code, the act of May 10, 1956 (46 U.S.C. 390), and other laws relating to navigation, navigable waters, or vessel inspection, the term "high seas" shall be considered to be those parts of a sea or ocean which are not included in the territorial sea or in the internal waters of a nation.

(b) For the purposes of the Rules of the Road as contemplated by section 2 of the act of February 19, 1895 (33 U.S.C. 151), or enforcement of R.S. 4438a, as amended (46 U.S.C. 224a), the Coastwise Load Line Act, as amended (46 U.S.C. 88), the act of June 20, 1936, as amended (46 U.S.C. 367), and other laws referring to the act of February 19, 1895, the term "high seas" shall be construed to be the waters upon which the "Rules of the Road—International" shall apply. (See section 82.1 of this chapter.)

(c) For the purpose of describing Coast Guard jurisdiction with respect to criminal offenses under Title 18, U.S. Code, the term "high seas" as defined in section 7 of Title 18, U.S. Code, includes the territorial sea as well as the seas beyond the territorial sea which are "out of the jurisdiction of any particular state". In some instances, individual sections of Title 18 cover offenses committed on both the high seas and on navigable waters of the United States within a State. Of course, criminal jurisdiction on the high seas outside the territorial sea is restricted to American-flag vessels.

§ 2.10–5 Navigable waters of the United States.

(a) As used in the Federal Boating Act of 1958 (46 U.S.C. 527a and 527e), the act of April 25, 1940, as amended (46 U.S.C. 526u), the act of May 10, 1956 (46 U.S.C. 390b), and other laws, the term "navigable waters of the United States" shall be construed to mean those waters of the United States, including the territorial seas adjacent thereto, the general character of which is navigable, and which, either by themselves or by uniting with other waters, form a continuous waterway on which boats or vessels may navigate or travel between two or more States, or to or from foreign nations. A stream which otherwise conforms with the above definition would not change its navigable character because of the existence of natural or artificial obstructions such as falls, shallows, rapids, dams, or bridges.

(b) The Federal Government has the power to improve the navigable capacity of streams and declare such waters to be navigable waters of the United States in order to regulate the use thereof and navigation thereon. The erection of dams or other structures on navigable waters would not change their navigable character unless a clear intent to do so was manifested by the Congress under its authority to regulate commerce among the several States and with foreign nations. Statutory declarations by Congress and decisions pronounced by the Federal courts as to the navigability of specific waters are binding upon the Coast Guard.

§ 2.10–10 Waters subject to the jurisdiction of the United States.

(a) As used in section 2 of Title 14, U.S. Code, the term "waters subject to the jurisdiction of the United States", for the purpose of enforcement of navigation and vessel inspection laws and regulations administered by the Coast

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Guard, means the navigable waters of the United States, and the navigable public waters of its territories and possessions.

§ 2.10–15 State waters.

(a) As contemplated by section 13 of the Federal Boating Act of 1958 (46 U.S.C. 527h), if State waters are navigable waters of the United States, the laws administered or enforced by the Coast Guard will also be enforced on such waters.

Subpart 2.15—Availability of Determinations

§ 2.15–1 Coast Guard determinations.

(a) In the administration and enforcement of laws enacted by Congress the Coast Guard is frequently called upon to make determinations with respect to jurisdiction. It should be understood that such determinations represent the Coast Guard's views until the status of the waters is determined conclusively through judicial or legislative proceedings.

(b) Where no federal judicial proceeding or act of Congress has declared specific waters to be navigable waters of the United States or non-navigable waters of the United States, the Coast Guard when necessary will make a determination to ascertain its jurisdiction. When determining such jurisdiction incident to determining whether or not a particular body of water is a part of the navigable waters of the United States, the Coast Guard will apply the legal principles usually followed by Federal Courts, as set forth by the Supreme Court in such cases as The Daniel Ball (10 Wall. 55), 77 U.S. 557, The Montello (20 Wall. 430), 87 U.S. 431, the Economy Light and Power Company v. U.S. (256 U.S. 113) and U.S. v. Appalachian Electric Power Co. (311 U.S. 377).

§ 2.15–5 Determinations made by other Federal Agencies.

(a) Determinations made by other Federal Agencies for the purpose of defining the extent of their jurisdiction over a specific body of water or a segment thereof will be considered by the Coast Guard and given great weight in determining whether or not the Coast Guard has jurisdiction over such waters. Such determinations made by other Federal Agencies are not considered as binding on the Coast Guard.

§ 2.15–15 Procedures for making determinations.

(a) When a question arises as to whether or not a particular body of water or segment of a body of water is subject to Coast Guard jurisdiction in the administration and enforcement of navigation and vessel inspection laws, the matter will be determined by the Commandant, United States Coast Guard.

(b) The Coast Guard District Commander in whose district the body of water is located will submit to the Commandant (LMI) information as to the physical characteristics of the waterway under consideration, the nature and extent of its use, and a recommendation as to whether or not it should be considered as coming within the jurisdiction of the Coast Guard in the administration of the navigation and vessel inspection laws.

(c) After considering administrative determinations made by other Federal Agencies with respect to the body of water in question, and where necessary, after consulting with such agencies, the Commandant will determine whether or not such waterway is subject to Coast Guard jurisdiction.

[CGFR 61–53, 26 F.R. 12159, Dec. 20, 1961, as amended by CGFR 66–2, 31 F.R. 4956, Mar. 25, 1966; CGFR 69–04, 34 F.R. 2204, Feb. 14, 1969]

§ 2.15–20 Availability of determinations.

(a) The Coast Guard records setting forth determinations describing waters subject to Coast Guard jurisdiction are considered to be public records and the information will be made available upon oral or written request. The determinations made by the Commandant are available at Coast Guard Headquarters, and, for particular waters within a specific Coast Guard district, will be made available at the office of the Coast Guard District Commander. The application shall clearly state or describe the information desired, identify the applicant, set forth the interest of the applicant in the subject matter, the purpose for which the information is desired and whether or not the information is intended for use in prosecuting a claim against the United States.

Subpart 2.20—Navigable Waters of the United States—General

§ 2.20–1 Listings.

(a) The listing of navigable waters of the United States in this part does not

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purport to be a complete listing of such waters. There are numerous waterways which historically have been considered navigable waters of the United States and their listing in this part would serve no useful purpose. The waters listed are internal waters of the United States which have been the subject of determinations by the Coast Guard.

§ 2.20–5 Navigable waterways generally.

(a) The waters of the Atlantic and Pacific Oceans which comprise the territorial waters of the United States, the Mississippi River, the Potomac River, the Great Lakes, and many other prominent waterways are unquestionably navigable in fact and navigable in the constitutional sense. Therefore, such waters are by common knowledge considered to be navigable waters of the United States. All tidewaters whether salt or fresh which are navigable in fact are as a matter of law navigable waters of the United States.

(b) Sections 1–12 of Title 33, U.S. Code, set forth Acts of Congress regarding navigable waters of the United States, and in the same sections in the United States Code Annotated are references to court decisions designating specific waters to be navigable waters. The Acts of Congress and Federal Court decisions contained in these references are binding on the Coast Guard.

(c) Navigable waters of the United States which have been the object of special determinations by the Coast Guard are enumerated in Subparts 2.21 et seq. Those waters, which the Coast Guard does not consider "navigable" for the purposes of assuming jurisdiction under certain navigation laws, are enumerated in Subpart 2.99. Lakes and reservoirs which may be situated on those waters are included in the determinations but are not necessarily listed separately.

[CGFR 61–53, 26 F.R. 12159, Dec. 20, 1961, as amended by CGFR 66–2, 31 F.R. 4956, Mar. 25, 1966]

Subpart 2.21—Navigable Waters of the United States—Alabama

§ 2.21–1 Chattahoochee River.

The Chattahoochee River to West Point, Georgia, a distance of 201.1 miles.

§ 2.21–5 Coosa River.

The Coosa River from its mouth to Rome, Ga.

[CGFR 69–04, 34 F.R. 2204, Feb. 14, 1969]

Subpart 2.22—Navigable Waters of the United St —Alaska

§ 2.22–1 Susitna River.

Susitna River, from its mouth to Gold Creek.

[CGFR 71–46, 36 F.R. 10950, June 5, 1971]

Subpart 2.23—Navigable Waters of the United States—Arizona

§ 2.23–1 Colorado River.

The Colorado River to and including Lake Mead.

§ 2.23–5 Lake Powell.

Lake Powell, an impoundment of the waters of the Colorado River.

[CGFR 64–80, 29 F.R. 18162, Dec. 22, 1964]

Subpart 2.24—Navigable Waters of the United States—Arkansas

§ 2.24–1 Current River.

The Current River to Van Buren, Missouri.

§ 2.24–5 Norfork Lake.

Norfork Lake.

§ 2.24–10 Ouachita River.

The Ouachita River to Arkadelphia, Arkansas, at mile 417.

§ 2.24–15 White River.

The White River to Branson, Missouri, at mile 520.

§ 2.24–20 Little Red River.

The Little Red River from its mouth to mile 31, in the area of Bee Rock, Ark.

[CGFR 69–04, 34 F.R. 2204, Feb. 14, 1969]

Subpart 2.25—Navigable Waters of the United States—California

§ 2.25–1 Colorado River.

The Colorado River to and including Lake Mead.

§ 2.25–5 Lake Tahoe.

Lake Tahoe.

§ 2.25–10 Sacramento River.

The Sacramento River to Red Bluff, California.

[CGFR 62–29, 27 F.R. 9723, Oct. 2, 1962]

§ 2.25–15 San Joaquin River.

The San Joaquin River to Hills Ferry, California, a distance of 118 miles from its mouth.

[CGFR 62–29, 27 F.R. 9723, Oct. 2, 1962]

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MAR 10 1975
BRIDGE DIVISION

8126

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 14, 1975

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO

Executive Department
Federal Aid Coordination Unit

Lane Council of Governments
135 - 6th Ave. East
Eugene, Oregon 97401

FROM

George N. Hopkins
Project Development Engineer

SUBJECT

Notice of Intent for Primary Rural Funds
State Administrative District No. 5
Big Creek Bridge
Oregon Coast Highway
Lane County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be March 27, 1975.

Attachment

BLG:js

cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. D. Albright
W. J. Hart
G. N. Hopkins
B. L. Gifford
D. E. Swan
William Anhorn
A. L. Shirley, Jr.
Aeronautics Division

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

	For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02	12] APPLICANT: State Highway Division [45]	46] DIVISION: Department of Transportation [79]			
03	12] APPLICANT ADDRESS STREET: State Highway Building [45]	46] CITY: Salem [60]	76] ZIP: 97310 [80]		
04	12] CONTACT PERSON: L. W. Rulien [45]	46] AREA CODE: 503 [48]	49] PHONE: 378 [55]	56] EXTENSION: 6563 [59]	
01	12] PROJECT TITLE: Big Creek Bridge District 5 [71]				
11	12] PROJECT LOCATION CITY: Oregon Coast Highway [45]	46] PROJECT LOCATION COUNTY: Lane [79]			
05	12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY): The project involves preliminary engineering, acquisition of rights-of-way, [71]				
06	12] grading, paving, structure and incidental work required to replace the existing [71]				
07	12] bridge. [71]				
08	12] (See attached sheets for additional information) [71]				
09	12] [71]				
10	12] [71]				

12	FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	468,000	-	132,000	-	-	600,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE: Title 23 U.S.C. Highways [71]	
15	12] FEDERAL AGENCY NAME: U.S. Department of Transportation [45]	46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration [79]

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE		REGIONAL		LOCAL	
Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34

(See IV, Page 2)

(D) REVIEW REQUIRED by A-95

Yes	No
[X] 35	[ ] 36

(E) ENVIRONMENTAL IMPACT

Yes	No
[X] 37	[ ] 38

(F) HOUSING RELOCATION REQUIRED

Yes	No
[ ] 39	[X] 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: March] 43] DAY [44: 27] 45] YEAR [46: 1975]

ADDITIONAL INFORMATION – ALL APPLICANTS

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE): 20.205 Highway Planning and Construction

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: February 14, 1975

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: February 14, 1975

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY: State Highway Division

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C): Federal-aid Primary Funds

Annual Six Year Construction Program, 1975

V. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s): 4
(b) State Representative District(s) Number(s): 38
(c) State Senatorial District(s) Number(s): 2

STATE AGENCIES ONLY

VII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%___	$___	%___	$___	%___	$___
Second Year	%___	$___	%___	$___	%___	$___
Third Year	%___	$___	%___	$___	%___	$___

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No

REMARKS

17(E) This is a category 3 project and procedures will follow the Oregon Action Plan.

This project will require additional right-of-way and public hearings will be offered.

This project is proposed by the State Highway Division.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date November 25, 1974

A. PROJECT IDENTIFICATION

Name of Project Big Creek Bridge (Section) 144(-)

Location of Project Oregon Coast Highway (Highway Name) U.S. 101, ORE Rt. 9 (Highway No., US - ORE)

--- (City) Lane (County) III (Region)

Program Safety Bridge Replacement (Funding) $600,000 (Estimated Cost) 20-1469 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The purpose of the project is to replace the existing 235 foot long reinforced concrete bridge with thru arch which dates from 1931. It has restricted vertical clearance (11' 5") and it is becoming structurally unsound.

Origin and History: Big Creek Bridge is one of the 14 Safety Bridge Replacement Projects identified in E. S. Hunter's correspondence of 9/24/74. It is to be prepared for potential contract letting within 90 days of that memo.

C. DESCRIPTION OF PROJECT

Length L^2: 0.8 Mi.; L^3: 0.32 Mi.

Termini L^2: Station 913 (near Muriel Ponsler Memorial Wayside) to Sta. 955, 800 feet south of Rock Creek Bridge. L^3 Station 923 to Sta. 939.

Alignment ☐ New ☐ Existing ☒ Combined Project entails a modest realignment or smoothing out of existing facility and line.

CATEGORY 3 PROJECT

NON MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) 4+ acres; generally unused open land.

Typical Section Two 12-foot travel lanes with 10-foot shoulders.

Structures Bag Creek Bridge--local point of project.

Characteristics (ADT) 2500 ADT (1973; Rock Creek Bridge).

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☐ Yes ☒ No

O

Big

Creek

China

Blowout Cr

Heceta

BIG CREEK BRIDGE
OREGON COAST HIGHWAY
LANE COUNTY

901+16.4 =
823+57.5 =

Heceta Head

686+24.2 =
684+40.2 =

TUNNEL

Devils
Elbow

14
15
22
23
26
27
34
35

8126

~~PRO 4-3~~

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE February 13, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Big Creek Bridge
Oregon Coast Highway
Lincoln County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action. (Non-significant)

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 2 : C. O. Fredrickson
District 4 : H. C. Johnson

APPROVED
E S Hunter
Date 2-14-75

RECEIVED
FEB 13 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Original returned to Rulien 2-14-75

8126

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Bond Project RF-144(-)
Big Creek Bridge
Oregon Coast Highway
Lincoln County

DATE: February ~~3~~ 10, 1975

In reply refer to: 1041DB.2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

NOTED
E. S. HUN

We have reviewed the project assessment for the subject project and concur in the type of environmental document and that the project constitutes a non-major action.

If you plan to change the type of funding and request Federal participation, specific design details will be reviewed at that time.

William H Kappus
for G. L. Green

Attachment
Project Assessment

cc:
OSHD (G Potter)

2-10-75
Rulien - Please handle.

RECEIVED
FEB 20 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

2-10-75
ORIGINAL TO
L. W. Rulien
w/att.

RECEIVED
STATE HWY ENGR
FEB 10 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Rel | File

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date November 7, 1974

A. PROJECT IDENTIFICATION

Name of Project Big Creek Bridge (Section) RF-144(-)

Location of Project - Oregon Coast (Highway Name) US 101 (Highway No., US - ORE)

(City) Lincoln (County) II (Region)

Program Bond (74) (Funding) $116,500 (Estimated Cost) 21-1303 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Widen existing narrow bridge.

Origin and History: Region II, Priority #1 for fixed object accidents. Priority #12, C.O.G. State Bond Projects.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 500 feet

Termini M.P. 160.11 (station 1630) to M.P. 160.20 (station 1635).

Alignment (new or existing) Existing - Tangent.

CATEGORY 3 PROJECT
NON MAJOR

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Additional right of way not required.

Typical Section 47' or 39' alternate structure width - tapered to the existing 32' roadway.

Bikeway None

Structures Widen existing 24' wide structure.

Additional Facilities —

Access Control Unrestricted

Materials Granular embankment to be placed by maintenance forces.

Borrow and Waste Disposal Removed bridge materials will require disposal.

Special Construction Methods None

Characteristics (ADT) The 1973 ADT on this section of highway was approximately 4,000 vehicles of all types. The 20 year projection os for 7,200 vehicles/day.

Other General Information (or Supplemental information to items) During the period from January 1, 1970 to December 31, 1972 there were eight fixed object type accidents on this structure. This is the highest incidence of this type of accident for any location on the Oregon Coast Highway between Yachats and Astoria.

The Oregon Coast Highway is subject to a fluctuating recreational traffic load with the traffic count exceeding 8,000 vehicles/day on a summer week end.

Project Sketch Map is Attached: [XX] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Alternate proposals submitted for 47' width structure or 39' width structure.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) Priority 12 District 4 C.O.G.

Public Hearing(s) Schedule: [X] Not Required [ ] Required

Type _____ Tentative Date(s) _____

A-95 Review: [X] Not Required [ ] Required

Date Submitted _____ Date Received _____

Expected Coordination with Local, State and Federal Agencies

Oregon Wildlife Commission

Oregon Fish Commission

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation None.

F. STATUS OF PROJECT DEVELOPMENT

OSHD			FHWA	
Status		Date	Status	Date
☐	Survey Authorization	4-18-74	☐ Systems Planning	
☐	Reconnaissance	—	☐ Prel. Engineering	
☐	Field Location	10-18-74	☐ Corridor Approval	
☐	Office Location	11-7-74	☐ Design Approval	
☐	Field Prel. Design		☐ Plans, Specifications and Estimates Approval	
☐	Office Prel. Design			
☐	Final Design			
☐	Contract Plans			

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

Coastal area - some residential - remaining is low brush and coastal pine, soils predominately sand. Big Creek in the vicinity of the U.S. 101 bridge (near its mouth) has good water quality, with relativelylow turbidity, high dissolved oxygen, moderate pH, low nutrient levels, and salinity values which vary with the seasonal and diurnal tital cycle. The stream bottom ranges from sand to gravel with a near zero gradient. Riparian vegetation near the bridge consists primarily of marsh grasses, salal, himalaya berry and vetch with scattered alder, spruce and lodgepole pine.

This stream is used by salmon, steelhead and cutthroat trout, and is designated by the Oregon Wildlife Commission as a stream which should be protected for its aesthetic value. Bank angling near the bridge for salmon and steelhead is medium to heavy in fall and winter, and there is light to medium angling pressure for cutthroat trout in spring and summer. Presently, access to Big Creek is usually gained by trespass over private lands with parking usually along the highway shoulder. The Oregon Wildlife Commission would like to obtain stream access for angling on this section of Big Creek. Further information about Big Creek can be obtained if necessary from the Coastal Rivers Section of the Fish Commission of Oregon.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Rural residential - related residential utilities.

Projects of this type are considered to be unrelated to any increase in noise levels or air pollution.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None

Consequences:

2. Estimated Changes in Traffic Patterns:

None

Consequences:

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

None

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Idenfification of Areas of Critical Environmental Concern:

Structure work will be required within the stream bed.

Big Creek is a spawning stream for anadromous fish and maintenance of water quality during construction will be imperative.

7. Potential for Controversial Issues:

None apparent.

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

None

b. Noise Standards

None

c. Water Quality Standards

Water quality standards will be observed during construction.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist		X	
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:
  MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
  AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
  MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

OTHER -

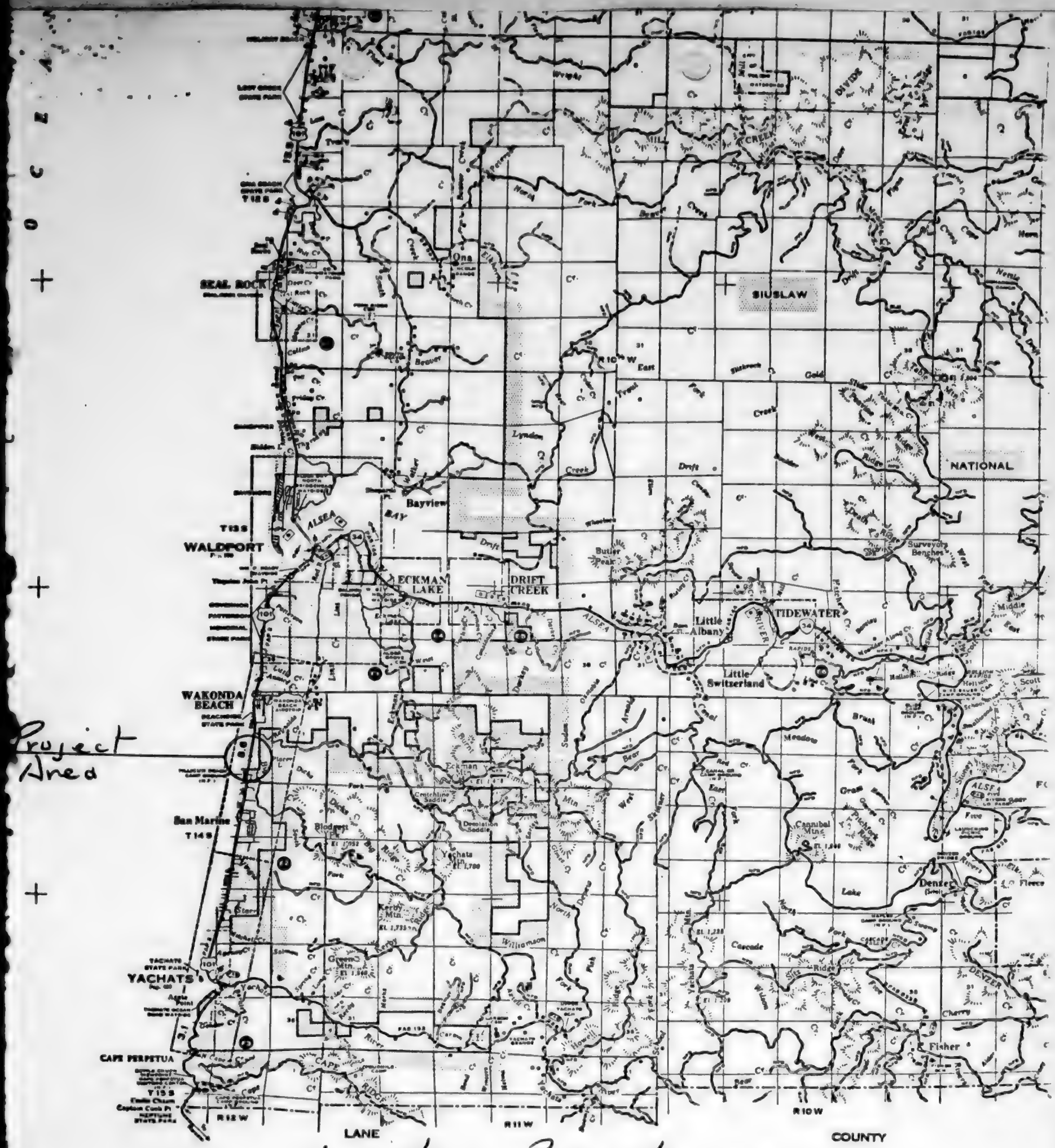
J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☐ Category 3 ☐ Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other _____

NOTE: According to Chapter I of Title 23 CFR, Part 771, this project is deemed a non-major action and no further environmental documentation is necessary.



Location Prospectus Map
Big Creek Bridge
Coast Highway 101
Lincoln County

Big Creek Bridge

GEO. SANFORD
DESIGN SEC.

Brief Environmental Setting of Project Area

Big Creek in the vicinity of the U.S. 101 bridge (near its mouth) has good water quality, with relatively low turbidity, high dissolved oxygen, moderate pH, low nutrient levels, and salinity values which vary with the seasonal and diurnal tital cycle. The stream bottom ranges from sand to gravel with a near zero gradient. Riparian vegetation near the bridge consists primarily of marsh grasses, salal, himalaya berry and vetch with scattered alder, spruce and lodgepole pine.

This stream is used by salmon, steelhead and cutthroat trout, and is designated by the Oregon Wildlife Commission as a stream which should be protected for its aesthetic value. Bank angling near the bridge for salmon and steelhead is medium to heavy in fall and winter, and there is light to medium angling pressure for cutthroat trout in spring and summer. Presently, access to Big Creek is usually gained by trespass over private lands with parking usually along the highway shoulder. The Oregon Wildlife Commission would like to obtain stream access for angling on this section of Big Creek. Further information about Big Creek can be obtained if necessary from the Coastal Rivers Section of the Fish Commission of Oregon.

PH:sz

cc: George Ramjoue'
Newt Andrus
GEO. SANFORD

RECEIVED
DEC 19 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To. ____
Bring Up ____
Other ____

8126

9

FORM 81.734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

September 27, 1974
Salem, Oregon

FILE: Br. 1430A

FROM: Jack Davis
Foundation Engineer

TO: Memorandum to the File

SUBJECT:

Site Investigation
Big Creek Br.
Oregon Coast Hwy.
Lincoln Co.

The Foundation Recommendation and Site Investigation Report for this structure dated September 24, 1974, indicated the existence of a 1/2-inch television conduit on the deck of the existing bridge. Mr. Jim Valentine, Region 2 Utility Engineer, reports that he has checked with the television company holding this permit and that the conduit has been abandoned and its use is no longer required.

JD/ag
cc A. C. Harwood
C. G. Swenson
L. L. Wallace
R. W. Ellison

8126

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
August 15, 1974

FILE:

FROM:

SUBJECT: Beaver Creek, MP 149.02
Big Creek, MP 160.2
Oregon Coast Highway
Lincoln County

TO: MEMO TO FILES

Copy Sampled MS

Beaver Creek Bridge and Big Creek Bridge are to be widened under the new State Bond program. John Wells, former Section Foreman at Waldport, was contacted to determine what highwater problems, if any, existed at these crossings.

BEAVER CREEK BRIDGE, MP 149.02

Mr. Wells indicated that the existing bridge opening has always been sufficient to handle major runoffs in the creek; however, tidal surges during winter storms produce high enough velocities to erode the embankment slope beneath the structure. Maintenance forces constructed masonry slope protection to reduce the amount of erosion. This protection has required periodic repair.

Since the project involves a bridge widening, no alternate size structures were studied. It is recommended that slope protection, similar to the existing grouted material, be constructed on the new embankment directly under the bridge.

BIG CREEK BRIDGE, MP 160.2

Mr. Wells stated that there were no problems with highwater at this crossing. He did indicate that there was a water line, which belongs to the Central Lincoln County Water District, attached to the westerly side of the structure. This line is not shown on the vicinity map and more detailed information on it should be obtained.

Richard L. Lenz
Hydraulics Engineer

By

Stephen H. Macnab
Assistant Hydraulics Engineer

SHM:jp
cc Victor D. Wolfe
Walter J. Hart
J.H. Versteeg

8127 SE Foster Rd-SE Causey Ave. 1975
Sec. E. Ptld. Fwy. in Ptld.
(pave, sign & traffic sig)

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 733 - 628

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CC:
OSHD (H S Coulter)
WASH D.C (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Multnomah	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
4-12-78	C. T. Christianson, Area Engineer		I-205-7(28)304
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
5-21-76	1-14-77	100 %	225 CD
APPROVED EXTENSIONS	**LOCATION**		
109 CWD	I-205 between Foster and Causey Avenues in Southeast Portland.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SE. FOSTER-SE. CAUSEY SECTION
East Portland Freeway
Paving, Signals and Traffic Signals

The project was completed at a final total cost of $4,050,356.15 representing a six percent underrun. A final inspection was made on 6-11-76.

A statement of overruns and underruns is on file with final contract documents. It is noted that a token penalty was assessed for materials used that tested outside of the specification tolerance limits. The materials were accepted as being not significantly detrimental to the project.

RECEIVED
STATE HWY ENGR
APR 18 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

4-18-78

APR 17 1978
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C. T. Christianson		SIGNATURE G. K. Hossner — Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 4-12-78	TITLE Field Operations Engineer	DATE 4-13-78

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY 8127-26

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

CARD A — To be completed by Washington Headquarters Personnel

1 | 2–4 | 5–8 | 9–12 | 13–15 | 16–18 | 19–22 | 23–24 | 25–27 | 28–30 | 31–33

PART A (To be completed by FHWA or State Highway Personnel (See instructions on reverse))

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN / RURAL
Oregon	Clackamas/Multnomah	I-205-7(28)304	X / ( )

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		7224, Y002 Y031	
20	FINAL CONSTRUCTION COST	DOL.	3,753,503	
21	LENGTH OF PROJECT	MILES	2.708	

DATE STARTED: March 26, 1975

DATE COMPLETED: May 21, 1976

TOTAL NO. BRIDGES: 0

PART B (To be completed by contractor - See instructions on reverse) (REMARKS Attach plain sheet of paper)

30	LABOR	TOTAL MAN HOURS 29,662	GROSS EARNINGS 304,522	

CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	1,907,102
	9	PETROLEUM PRODUCTS	GAL.	110,487
	1	CEMENT	BBL.	52,502
CARD C	2	AGGREGATES PURCHASED	TON.	183,865
	92		CU. YD.	
	3	BITUMINOUS MATERIAL	GAL.	540,720
	4	LUMBER	THSD BD FT	
CARD D	5	TIMBER PILING	LIN. FT.	
	7	REINFORCING STEEL	LB.	1,942,652
	8	STRUCTURAL STEEL	LB.	520
	10	EXPLOSIVES	LB.	
CARD E	11	READY-MIXED CONCRETE	CU. YD.	1,479
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	
	15	AGGREGATES PRODUCED	TON	
	95		CU. YD.	
CARD F	16	MISCELLANEOUS STEEL	LB.	230,000
	17	FENCING	LIN. FT.	1,480
	18	GUARDRAIL	LIN. FT.	2,601
	19	BRIDGE RAIL	LIN. FT.	206
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	301,227
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48–52 | 53–61 | 62–70

CARD H — CULVERT ITEMS

ITEM	SIZE (In.)	LGTH. (Lin. ft.)
6	CORRUGATED STEEL CULVERT	

CARD J

13	CONCRETE PIPE	
	8"	143

CARD K

14	CLAY PIPE AND DRAIN TILE	

CARD L

25	CORR. ALUMINUM CULVERT	
	6"	6,957
	8"	15,913

CARD M

26	CAST IRON PIPE	

FORM FR- 47 (REV. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, only the original of Form PR-47, typed or clearly lettered, and no carbon or "fast" copies, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

#2127 8-16-77

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FED' AID PROJECT NO. I-205-7(28)304

STATE PROJECT NO. See below

COUNTY NAME Multnomah & Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.

ITEM NO. I-797

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 26 '77
REFER TO Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
1-8-75	6-16-77	Interstate 205	Primary 64

GENERAL LOCATION: "S.E. Foster Rd. - S.E. Causey Ave."

GENERAL DESCRIPTION OF WORK: Replace damaged storm drain pipe, salvage and reinstall CL-6 fence and instajl new CL-6 Fence.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON AN AGREED ~~XXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 8-11-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 7 at a total estimated cost not to exceed $2,500 Federal Funds $2,300.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-16-77	[signature]	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Orig. in Files
cc: Const
Const Engr.

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

SP*72650-724

...on Engineer or
...ridge Engineer
...ction Engineer

Form X-103 (Rev. 8-76)

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8127

APPLYING TO CONTRACT PROJECTS

Order No. 7

Section S.E. Foster Rd.-S.E. Causey Ave. Date April 22, 19 77

Highway East Portland Freeway F.A.P. No. I-205-7(28)304

County Multnomah/Clackamas Prefix 626-1032 Account No. 220-07

Description of Work To Be Done: Replace damaged storm drain pipe, salvage and reinstall CL-6 Fence and install new CL-6 Fence.

Location by Station Numbers: Rt"L" 532±

Estimate of Quantities and Costs:

Salvage	and	Reinstall	215 ft.	CL-6 Fence
Furnish	and	Install	200 ft.	CL-6 Fence with top guard and 3 strands of barb wire.
Furnish	and	Install	24 ft of 12 inch	Concrete Pipe

Lump Sum $ 2500.00

Explanation:

This work needs to be done to meet R/W Obligation requirements. To complete obligation at this time requires use of State Forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....

Present estimate of project cost, including $ 2,500.00 for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: W E Bloss
Resident Engineer

Approval Recommended: .....
For: Construction Engineer or Bridge Engineer

Approval Recommended: Marvin Cobb
Regional Engineer

Approved: [signature]
Construction Engineer

6-16-77

SP*72330-724

8.27

1/9

June 27, 1977

The Travelers Indemnity Co.
Surety Department
707 S. W. Washington Street
Portland, OR 97205

Gentlemen:

A post-final payment for $32,700 will be made to Cascade Construction Company, Inc., on Contract No. 8127 for work on S. E. Foster Road-S. E. Causey Avenue Section of the East Portland Freeway in Multnomah and Clackamas Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $3,682,208.75 including the post-final payment. Of the total $44,444.75 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Cascade Construction Co., Inc.
P.O. Box 4267
Portland, OR 97208

Gerlinger, Arnold & Hager Co.
201 American Bank Building
Portland, OR 97205

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

Equal Opportunity Employer

RECEIVED
U. S. JUNTER

June 15, 1977

Oregon Department of Transportation
129 Transportation Building
Salem, Oregon 97310

ATTN: Mr. E. S. Hunter, Deputy State Highway Engineer

RE: Time Extension, Contract No. 8127
Foster - Causey Section

Dear Sir:

We are enclosing a signed copy of your letter of May 23, 1977. We agreed immediately, but I wanted agreement from Coral and Fentron prior to returning your letter. Everybody is signed up now, and we thank you.

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton

George R. Morton
Vice President, Engineering

GRM:cwr

Enc.

cc: 5-7 Causey
Cy & Church
Ed Hunter
6-17-77

RECEIVED
STATE HWY ENGR
JUN 16 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 23, 1977

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Gentlemen:

Time Extension
Contract No. 8127
Foster-Causey Section

In response to your request for a complete time extension of 109 days on this project, we have reviewed it in conjunction with two other projects also involving the new monotube sign bridge design which were fabricated by Fentron.

We do not believe the reason stated in your request would ordinarily be valid for justifying time extension. The choice of fabricators and various considerations as to pricing and delivery of fabricated or manufactured items are matters that a prime or subcontractor makes decisions on that could affect the contract progress. There were apparently no true raw material or source material shortages during this project.

A review of the project record does indicate other valid reasons for extending the contract time (including late work added by Price Agreement 20 and Extra Work Order 3) which would justify 27 days and 10 days, respectively. Up to 37 days' additional could be attributed to the State-requested changes in the sign structures.

This leaves 35 days' liquidated damages to consider further. We are willing to recognize the extraordinary time involved in the fabrication of the new sign bridge design. This was the first project to utilize the new design. We are therefore prepared to grant a complete time extension that would delete all liquidated damages on this project, contingent upon your acknowledgment that all contract claims would be dropped.

If you are agreeable to resolving all the time liquidated damages and contract claims in this manner, please so indicate by signing and returning a copy of this letter.

Very truly yours,

E. S. Hunter

E. S. Hunter
Deputy State Highway Engineer

Enc.

APPROVED: June 15 1977
(date)

BY:

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: May 16, 1977

In reply refer to: HB.2

SUBJECT: Oregon Project No. I-205-7(28)304
Foster-Causey
Project ROS-000S(7)
Corvallis, Albany, Lyons
Project ORS-000S(6)
Salem-Hubbard Area Safety
Request for time extension

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Attn : E. S. Hunter, Deputy State Hwy. Engr.

We have reviewed your letter of May 5, 1977, concerning the request for time extensions on the subject projects.

The reasons cited adequately justify a decision to grant an extension of time.

We therefore concur in your recommendation for a complete extension of time for all three projects.

for G. K. Hoesmen
G. L. Green

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
MAY 17 '77
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy to Causey

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8127 Contractor Cascade Construction Company, Inc.

Highway I-205

Section S.E. Foster-S.E. Causey

Kind of Work Paving, Signing & Traffic Signal

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

A review of the project record does indicate other valid reasons for extending the contract time including late work added by Price Agreement 20 and Extra Work Order 3, which would justify 27 days and 10 days respectively. Up to 37 days additional could be attributed to the State requested changes in the sign structures. Further recommend return of remaining 35 days for release of all claims.

Recommended for Approval:

as noted in attached letter Marion Cuff
Division Engineer

for Construction Engineer or Project Engineer

E S Hunter
Deputy State Highway Engineer

Contract No.	8127
Project designation	I-205-7(28)304 (State-Federal)
Date awarded	3/6/75
Work started	3/24/75
Per cent completed	100% 5/21/76 (Date)
No. of Workdays Allowed	225
No. of Workdays Used	334
No. of Added Workdays Requested	

State Printing 37080

DEC 13 1976

FA 210 (Rev.)—SM—8-66

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 10, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 225 days to 334 days, within which to complete our Contract No. 8127, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

This project was complete except for the mono-tube sign structures. The attached data explain the problem in chronological order.

Respectfully submitted,

Cascade Construction Company, Inc.
Contractor

By C. E. Idlewine, President

CONSENT OF SURETY

Date December 10, 19 76

We, The Travelers Indemnity Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Douglas C. Hunter
Attorney-in-Fact

(SEAL)

Douglas C. Hunter
Resident Agent

(REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 13, 1976

To: Marion Craft
Region Const. Engineer

SUBJECT: S.E. Foster Rd.-S.E. Causey Ave.
East Portland Freeway
Contract No. 8127

Going through the Summary of Delays by Fentron, I came to the following conclusions:

1. March 18, 1975- June 6, 1975 claimed 80 days.
   (a) Normal procedure of expediency of the project. (No Time)
2. June 6, 1975 - July 1, 1975 25 days.
   (a) Preparing shop drawings - Standard procedure.
3. July 14, 1975 - Oct. 15, 1975 (No time)
   (a) Fentron wanted some changes for his conenience. Still no real effort put into Job. Not satisfied.
4. Oct. 15, 1975 - Nov. 12, 1975
   (a) Contractor wanted to modify welding procedure. Nov. 4, 1975 requested to galvanize in lieu of painting the structure. Contractors convenience. (No time)
5. Due to long bend Contractor requested weld modification time up to December 2, 1975. I can't see how this reflects any obligation of the State. (No time)
6. After permit was given to galvanize. The need for a sealed unit or electrical conduit was obsolete and the shop drawings had to be revised. No State responsibility. (No time)
7. November 20, 1975 - February 17, 1976.
   (a) Fentron then asked for splice joints (Bolted) instead of one (1) welded unit.
   The approval of the drawings was delivered to Fentron about Feb. 17, 1976. (No time)
8. There was a crack developed in one of the cantilever column base welds. The weld design was changed to eliminate the crack. We could justify up to the claimed 32 days for this State initiated change.

32

9. March 26, 1976 - March 31, 1976.
   (a) Drawings were approved but the Threadalat was not accepted. We could justify 5 days.

5

Total Days Time Extension that could be justified is 37 days.

When we realized the Sign Bridges would not be available until May or June 1976. We ordered some Temporary Signs from Coral Corp. Had them installed and on Jan. 26, 1976 we opened the facility to traffic. So for what it's worth, we have had full use of the section continually since then.

We did not pay Coral Corp. for the Temp. Signs. The signs and their installation should be included in the settlement.

J.E. Holland
Resident Engineer

JEH/cg
cc: file (enclosures)

Cascade
Construction
Company, Inc.
General Contractors

P.O. BOX 4267 • PORTLAND, OREGON 97208 • TELEPHONE 222-6421

DEC 13 1976

TRANSMITTAL NOTICE

To:
OREGON STATE HIGHWAY DIVISION
ATTN: Mr. Ed Holland
9421 S. E. Glenwood
Portland, OR 97266

Date:
December 10, 1976

Transmitted herewith:

NO. OF COPIES	DATED	TITLE
3	12/10/76	Contractors Request for Increase in Number of Workdays to Complete Construction Contract No. 8127.

MEMORANDUM

Enc: X

cc: #5-7

CASCADE CONSTRUCTION COMPANY, INC.

By George R. Morton

Equal Opportunity Employer

Fentron Highway Products, Inc.

September 24, 1976

Coral Corp.
P.O. Box 258
Gladstone, Oregon 97027

Attention: Jay Minor

Subject: S.E. Foster Rd. - S.E. Causey Ave.
OSHD Contract No. 8127
FHP Job No. 9121
Extension of Contract Completion Time

Gentlemen:

The following nine points shall hopefully give a clear description as to the causes and reasons for the delay in delivery of the mono-tube type structures on this project. After each of the points a number of days delay caused by that particular item is shown. Please note that in some cases the days delay will overlap.

The "Mono-Tube" type sign structure is a new design for both the Oregon State Highway Department and for Fentron. Notwithstanding the fact that the delivery of the mono-tube sign structures was late and that the project completion was delayed we feel that there were very definite additional benefits derived by the State of Oregon due to Fentron's participation in the project. One of the major benefits derived was the resolution of numerous details through a major pioneering effort on our part. Some such details are; the elimination of the electrical conduit, the establishment of a welding procedure and revised joint for the longitudinal weld seam, the revision of the internal stiffener to base plate details. Other major benefits derived by the State are such things as the bolted field splice which has been used by other fabricators and will become a perminant design feature of the sign bridges, and the change from painting to galvanizing will give substantial benefit to the State of Oregon in terms of maintenance and structure life for years to come.

Fentron has spent many many hours both in the engineering department and in the shop resolving numerous details so that the "mono-tube" structures could be fabricated to meet the design and functional requirements. Our reputation as a competent, "on-time" steel fabrication company has been hurt by the disruptive, time consuming nature of this project, causing delays in shipments to other regular customers.

Building 4 Bay 4, Swan Island Portland, Oregon 97217
(503) 282-2142

The information contained herewith is intended to give a clear picture of Fentron's situation with respect to this project. Hopefully this information is complete enough in content and detail to justify granting an extension of contract completion sufficient to offset the assessed liquidated damages.

Very truly yours;

Bradley J. Thompson
General Manager

BJT/DC
cc: file
encl.

Attachment to Letter
Coral Corp.
September 24, 1976

Causes for Delay in Project Completion

1. March 18, 1975 to June 6, 1975. Delay - 80 days.
   This period was used for the initial detailing and approval of the four cantilever structures and four sign bridge structures all of which were of the new mono-tube design. The detailing and approval was strictly in accordance with the design drawings for this project.

2. June 6, 1975 to July 1, 1975. Delay - 25 days.
   Approved drawings for the mono-tube structures had been received and we had attempted to begin purchasing of all the material required for the mono-tube structures. As numerous questions regarding material sizes and lengths came up it became increasingly apparent that many changes had to be made to accommodate fabrication, electrical and functional requirements. It was determined at that point that it was imperative that Fentron meet with the Oregon State Highway Department so that all unanswered questions could be discussed and resolved.

3. July 14, 1975 to October 15, 1975. Delay - 93 days.
   A meeting was held at the Fentron Highway Products plant which included representatives of the Oregon State Highway Division Inspection and Engineering Departments, as well as representatives of Fentron. Numerous questions regarding the fabrication of the mono-tube structures were discussed. While some were resolved during the meeting, many were left unresolved and had to be worked out and submitted to the OSHD for approval. Beginning on July 18, 1975 a substantial amount of drafting time was required to revise the previously approved cantilever and sign bridge structure drawings. The major portion of the drawing revision for the cantilever sign structures was not complete until December 2, 1975. The major revisions to the sign bridge structure drawings was not complete until January 7, 1976, when the sign bridge column drawings were returned approved, and April 20, 1976 when the approved drawings of the sign bridge were received from OSHD. Due to the

possibility of liquidated damage assesments because of late contract completion we started fabrication of the mono-tube sign structures without approved shop detail drawings which could be fabricated.

4. October 15, 1975 to November 12, 1975. Delay - 28 days.
These 28 days were used to establish a new weld joint and welding procedure for the longitudinal splice joint. This was necessary because it was determined that the longitudinal weld joint as designed was not possible to fabricate. With the assistance of Mr. Ed Rief we then designed, tested and established a new welding procedure for the longitudinal splice joint. An acceptable sample of the new joint and welding procedure was performed on November 12th.

5. October 15, 1975 to December 2, 1975. Delay - 48 days.
The detail drawings of the cantilever columns were modified to show a reduction in the amount of weld at the arm connection plate at the top of the cantilever column. This modification was necessary to reduce the amount of distortion and warpage that was experienced due to too much weld metal deposited. This modification was verbally approved on November 13th, however the drawings which were modified to reflect this change were not approved until December 2, 1975.

6. November 6, 1975 to December 2, 1975. Delay - 26 days.
A meeting was held in Salem between the Engineering Division of the Oregon State Highway Department and representatives of Hamilton Electric and representatives of Fentorn Highway Products. The purpose of the meeting was to resolve questions regarding the electrical conduit in the mono-tube structures and discuss other fabrication questions which had arisen. The possibility of removing the electrical conduit from the mono-tube structures was discussed because it apparently did not conform with state electrical codes. The approval to omit the electrical conduit was received verbally on November 7th. At that point we started revising the detail drawings to remove the electrical conduit and show a different type of connection for electrical access. These drawings were submitted for approval and were returned approved on December 2nd.

7. November 20, 1975 to February 17, 1976. Delay - 88 days.
During the meeting of November 6th, it was discussed that the painting requirement for the mono-tube structures be changed to galvanizing. This change was approved on December 1, 1975. By November 20, 1975 we had started seeking a splice joint that was acceptable to the Oregon State Highway Department. At the meeting at Cascade Construction Company on December 9th various alternatives for a splice were discussed with the Resident Engineer. On December 18th drawings of the sign bridge were submitted to the Oregon State Highway Department which presented a splice joint design that seemed acceptable at that time. On January 14, 1976 the Oregon State Highway Department wrote a letter which did not approve the splice previously submitted. Included with that letter was a sketch of an acceptable bolted splice joint by Oregon State Highway Design Division. By February 9, 1976 the sign bridge drawings had been revised and were resubmitted to the OSHD for approval of the bolted type splice. On February 17, 1976 we received the drawings which approved the bolted type splice.

8. January 16, 1976 to February 17, 1976. Delay - 32 days.
By January 16, 1976 the internal stiffener joint at the base of the cantilever and sign bridge columns became a concern of the Oregon State Highway Department Inspection Group because of the possibility of cracks occurring near the base plate. One of the cantilever columns under fabrication was discovered to have a crack at this location. The crack was repaired without much difficulty and the two cantilever structures which had been previously erected on the job site were inspected to see if any such cracks had developed. The inspection proved that the cantilever sign structures that had been previously erected did not have any cracks. During this period of time the internal stiffener joint at the base of the cantilever and sign bridge columns was modified several times to provide a weld joint design that would reduce the stresses incurred during fabrication and preclude the formation of cracks due to built in stress. This joint modification was incorporated into shop fabrication drawings.

9. March 26, 1976 to March 31, 1976. Delay - 5 days.
Fentron used a flat threadolet as proposed by OSHD design drawings. The drawings were approved but this fitting was not acceptable to OSHD. A weld procedure and an approved threadolet manufacturer were then provided by OSHD. A test sample of the weld was preformed to insure that the fitting would not be warped during welding. On March 31st this test had been completed and was determined to be acceptable.

Form 01-736-3051

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

DATE: July 23, 1975

FILE: Fentron

L.L. Wallace

FROM: L. L. Wallace
Bridge Design Engineer

TO: Mr. Ed Rief
Inspection Engineer

SUBJECT:

Square Monotube
Cantilever Sign Supports and
Sign Bridges

The following are our proposed answers to questions raised by Fentron Highway Products' representatives at the July 14 meeting between them and Highway Division representatives.

Please communicate these answers to Fentron and to any other fabricators currently involved with similar sign structures.

Enclosed is a copy of a memo to the files written regarding the meeting in Portland.

Transverse splices made with an approved full penetration weld, completed and ground smooth before installation of the longitudinal stiffeners, may be made at any section a minimum of six (6) inches clear of Nelson studs, hand-hole frames, holes for conduit fittings or other fixtures.

Longitudinal stiffeners may be discontinued about twelve (12) feet and eight (8) feet from the nine inch square ends of cantilever arm tubes of 3/8 inch thickness and 5/16 inch thickness respectively, provided this does not interrupt the continuity of the backing bar for the longitudinal splice.

Zinc should be permitted to enter the electrical conduit during dipping of the tube section and upon removal of the tube from the hot zinc, the conduit should be carefully drained.

At present no approved transverse splice has been conceived that is possible after completion of the longitudinal splice between the half tubes.

TEA:ag:dh
Enclosure

cc John Jenkins
James Holland

OREGON STATE HWY. DEPT. PORTLAND, OREGON
RECEIVED
JUL 23 1975
NOTED
D.I.E. ASST INSP INSP D.M. FILES
MATERIALS

OE RE ME RCE DE
TE RECEIVED DSM
UE JUL 25 1975 MCC
SO REGION 1 RPI
ENV LOC

Form 81.7.14.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 8127

July 23, 1975

Salem, Oregon

FROM: Thomas E. Artherton
Senior Structural Designer

TO: Memorandum to the File

SUBJECT:

Square Monotube Cantilever Sign Supports and Sign Bridges. Fabrication Details.

On July 14, 1975 the following met at Fentron Highway Products, Inc. on Swan Island in Portland: Robert Malcom, Gary Teeter, Ed Rief and me (OSHD) and Leo McEnnerney, Bradley Thompson, James Gonzales and Allen Petty (Fentron Highway Products).

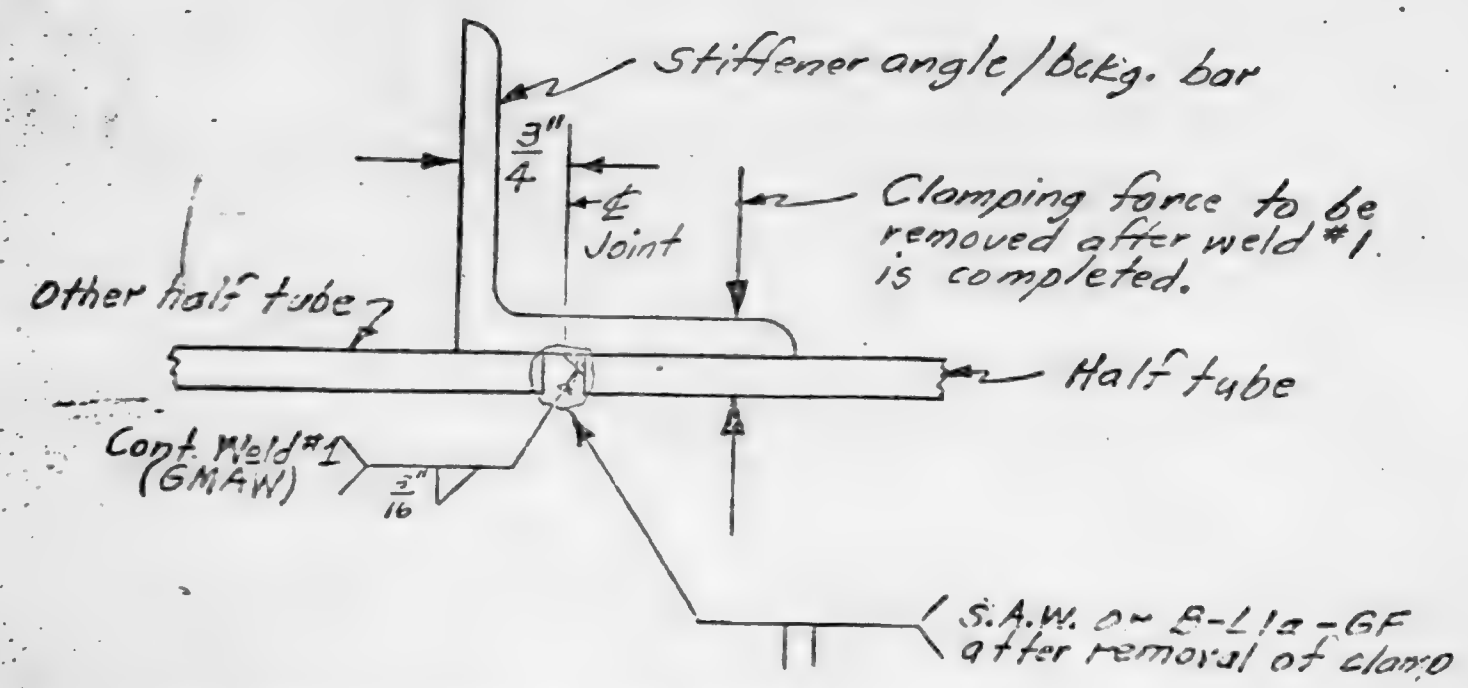
Discussed were the following items, not necessarily listed in order of discussion: Welding procedure qualification, transverse and longitudinal splices, longitudinal stiffener angle location in tube, longitudinal splice weld details, inspection, handhole relocation, pressure testing of sealed members, and several questions outlined below to be answered after further consideration by Highway Division.

The following information was requested by Fentron: A statement detailing unacceptable locations of transverse splices. Where may longitudinal stiffeners be discontinued? Is it possible to make transverse splice in sign bridges after completion of longitudinal splice to avoid handling problems associated with long flexible half tubes? What, if any, suggestions does Highway Division have to offer regarding problems associated with hot dip galvanizing of tubes containing electrical conduit, such as melting and transfer of zinc inside conduit or draining of excess zinc that may enter the conduit during dipping?

Conclusions were as follows: The GF welds shown on Fentron sketch number 9121 SKB will be approved after successful completion of tests for procedure qualification. Qualification details are to be as arranged between Fentron and Mr. Ed Rief.

The continuous 3/16" fillet weld along the longitudinal stiffener angles may be eliminated provided that the longitudinal splice weld is demonstrated during procedure qualification to result in secure connection of the stiffener angle to the tube plate with gap between angle and plate not to exceed 1/16" at the angle edges after clamp removal and provided that reimbursement through price agreement is made for the reduction of expense resulting from the eliminated weld. Tack welds, not in the groove, or any temporary clamping devices shall be removed and the tube plate smoothed with no undercutting of the base metal prior to completion of the longitudinal splice.

The longitudinal splice detail shown in the following sketch will be tested during procedure qualification.



Weld # 1 made before assembly of tube halves.

Longitudinal stiffener angles may be relocated laterally and reoriented with both outstanding legs in the same half tube. Such reorientation is not to reduce the angle's minimum standards as backing bar nor reduce its service as a longitudinal stiffener. Longitudinal stiffeners may be installed splice free and must be continuous throughout their length.

The transverse splice and any longitudinal stiffener splices shall be tension quality welds and shall be subjected to radiographic tests.

Handholes may be relocated to place them clear of the longitudinal splice details as follows. The lower handhole may be moved laterally so as to clear the longitudinal stiffener angle and be approximately centered in the remaining flat surface of outstanding leg of the bent half tube plate. The upper handhole may be centered in the half tube face that has no longitudinal splice and that is to be facing away from approaching traffic (i.e., the handholes will be entirely in the same tube half and oriented 90 degrees from one another). The upper handhole may additionally be raised to provide a minimum of six (6) inches clearance between the 5" x 3/4" transverse stiffeners and the edge of the handhole frame. The longitudinal stiffener plate in this tube face shall be discontinued between two (2) inches and four (4) inches below the edge of the handhole frame.

Contrary to the specifications, it is not intended by the designer that paint inside the post tube be free of damage due to welding of the longitudinal splice (i.e., the second paragraph of standard specification section 514.36 should be waived.)

Fentron personnel were assured that during pressure testing they should have little difficulty with leaking of the 1/8" neoprene seals at conduit ends.

All in attendance at the meeting agreed that the purpose of the above detail alterations is to provide a structure that is economically improved, easier to construct and equal to the intent of the specifications with regard to appearance and serviceability.

TEA/ag

cc Ed Rief
Fentron Highway Products, Inc.
T. Artherton

Fentron Highway Products, Inc.

November 24, 1975

Walter J. Hart
Bridge Engineer
329 State Highway Bldg.
Salem, Oregon 97310

Attention: Mr. T. Thompson

Reference: OSHD Tubular Type Cantilever
Contract No. 8127
9121

Gentlemen:

Proposed changes to the tube type cantilever and sign bridge sign support structures.

A review of the Coral Corp. fabrication drawings have unveiled several fabrication problems. The following are changes to the approved drawings that would assist fabrication and speed up the already late delivery.

We propose to substitute galvanizing for the vinyl paint specified. This change is recommended because the weather will not allow the sign structures to be painted according to the manufactures specifications. It will be 6 to 8 months before the weather will improve enough for satisfactory paint application. Additional holes will be added to the structures to allow them to be galvanized.

The cantilever arm to post connection plate is welded with a weld that will be difficult to preform and will cause distortion. We will change the weld to the weld shown in detail A of the attached drawing.

To facilitate fabrication and electrical wiring the specified conduit inside the sign structures will be eliminated. The conduit is eliminated so that there will not be any chance that the conduit will plug up with galvanizing.

The conduit coupling shown in the attached drawing will be used at attach exterior wiring conduit to the sign structure. The sign structure will then serve as electrical wiring protection for the wiring inside the structure.

The hook shown near the top of the post on the attached drawing, will be used to assist wiring the structure. The hook will also be used to suspend the wires to prevent them from being damaged after the installation is complete.

Building 4 Bay 4, Swan Island Portland, Oregon 97217
(503) 283-3143

November 24, 1975

After discussing these changes with the electrical contractor, eliminating the conduit will not create any problem for the initial wiring of the structure or the repair of any broken wires.

Very truly yours;

Dean Anderson

Dean Anderson
Production Controller

DA/DC
cc: file
Mr. J. Backstrand
Mr. T. Artherton
Mr. E. Holland

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 8127

Salem, Oregon

December 1, 1975

WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

TO:
Mr. James Holland
Resident Engineer

SUBJECT:
Square Monotube Sign
Structures for
S.E.Foster-S.E.Causey Ave. Sec.
Contract 8127

We have received the revised shop drawings and the November 24 letter from Mr. Anderson of Fentron Highway Products, Inc., outlining their proposed changes in construction details for the subject structures. Our approval of the proposed changes is hereby granted subject to the following reservations.

All square monotube sign structures for this contract must be galvanized. That is, should Fentron elect to paint the sign bridge structures as specified because galvanizing them is deemed impractical, the cantilever sign supports must also be painted as specified.

The fourth paragraph of their letter is assumed to refer to detail "E" rather than to "A" as typed.

In the absence of electrical conduit, all conductors shall be Type THW wire. A suitable price agreement is to be negotiated crediting the State for elimination of the electrical conduit.

TEA:dh

cc Ed Rief
Dean Anderson, Fentron Highway Products, Inc.

Meeting - December 9, 1975

Cascade Construction Co.

Attending: Ed Holland and two others - OSHD
George Morton and two others - Cascade Construction
Dean Personnett - Hamilton Electric
Bob Lamb, Jay Minor, & Jim Irving - Coral Corp.
Ed Robinson, Jim Gonzales, Dean Anderson - Fentron

Subject: FHP Job 9121
Tubular Type Cantilever and Sign Bridges

The meeting was called to evaluate the status of the above mentioned structures. The cantilever sign structures have been approved and it was agreed and accepted that delivery be December 31, 1975.

The delivery of tubular sign bridges was also discussed and Fentron was unable to provide a delivery date for this meeting. At the time of the meeting Fentron was in the process of revising the drawings similar to the revisions on the cantilever sign structures. It was finally agreed that Fentron will have drawings ready for review by OSHD by December 15, 1975.

It was discussed to submit a temporary traffic plan to OSHD to get this section of highway open to traffic. It was decided that Coral and Ed Holland would make some proposals. They will meet on December 11 and come up with some agreement on a temporary traffic plan to be submitted to the City of Portland. In this temporary plan the tubular cantilever structure will need to be installed. It was agreed that if the revised sign bridge drawings are approved with few changes that Fentron will deliver the finished product the end of January 1976.

There are three more jobs with the same type of construction that the drawings will need to be revised. Fentron will send a letter to Coral stating the proposed changes and Coral will ask for delivery time extensions.

After the meeting the splices of the bridge were discussed briefly with Ed Holland. He did not disagree with the splice that we proposed but he did not have an alternate proposal for them.

GW RC

CALL FROM
JERRY BACKSTRAND

9121
12-21-75

JERRY WOULD LIKE US TO CONSIDER GALV THE SIGN BRIDGE IN 6 PIECES INSTEAD OF 3. HE WOULD LIKE TO GALV THE CHANNELS, MAKE THE SPLICE JOINTS AND THEN WELD THE CHANNELS INTO A TUBE. JERRY IS CONCERNED THAT THE TUBE SPLICE SHOWN ON OUR DWGS WILL NOT BE ADEQUATE. THE CHANNEL SPLICES COULD BE PAINTED W/ GALVACON & THE OUTSIDE LONGITUDINAL SPLICE PAINTED ALSO. THE INSIDE LONGITUDINAL SPLICE GALV DAMAGE FROM WELDING WOULD NOT BE REPAIRED.

JERRY HAS NOT REJECTED THE FABRICATION METHOD SHOWN ON OUR DRAWINGS, BUT WOULD LIKE TO COME UP WITH A BETTER SPLICE JOINT.

STATE OF OREG[illegible] INTER[illegible]ICE MEMO

Rough Copy CL

TO: File

DATE: 1-6-76

FROM: Ed J. Rief

9121

SUBJECT: Sign Structure Fabrications
State Contract - 8127

Jerry Backstrand phoned this morning with the following information:

APPLYING TO CANTILEVER AND SIGN BRIDGE

(1) Slot the holes, in the connection plates, that fall over the radius. The slot is to be long enough to have a flat surface on the monitube shell to insert a bolt to clear the radius. The shell is to have a round hole.

APPLYING TO SIGN BRIDGE (ONLY)

(2) The back-up ring at the base of the post will be approximately 1" wide.

(3) The stiffeners are to end approximately 1" short of the back-up ring. (Approximately 2" from the base plate.) The longitudinal groove welding will be completed with a copper back-up bar.

(4) The end flat bar should be beveled to approximately 45 degrees, to transmit stress.

(5) The stiffener angle end is to be ground to approximately a 45 degree angle for a minimum width, equal to the width of the interior groove weld.

Ed J. Rief
Dist. Insp. Engr.

EJR:l

Memo to file
Job 9121 January 8, 1976
Jim Gonzales and Jerry Backstrand

On all tubular cantilever and sign bridges the longitudinal welds shall not be ground. The channel and angle brackets attached by weld studs will interferewith this weld unless the following:

1. Fentron will provide hard washers to go under the sign support arm channels.

2. The angle brackets will be moved toward the sign side of of the structure to clear the weld.

9121 Tom Arthurton and Dean Anderson

Tom was concerned about the arm connection plate hole interference with the tube radius for some of the future jobs. On some jobs the top of the column is 13" wide and the hole layout should be reviewed prior to approval.

For the cantilever connection holes that are slotted the bolts will require hard washers on both sides. The washers on the inside of the column will need to be a clipped washer to clear the tube radius.

The minimum allowable space between the 7/8 ø bolts is 2-5/8".

For the 15" wide column tops there will be three slotted holes across the bottom connection plate. For this discussion the holes as shown in section B-B are numbered from 1 to 6 starting with the left hand side beginning with 1. From the edge of the plate to hole #1 will be 1-1/2". From hole 1 to hole 2 will be 3-7/8". Hole 1 will be slotted about 1-3/4" wide. From hole 2 to hole 3 will be 2-5/8". The slot from hole 3 will be 2-1/2".

From hole 3 to hole 4 will be 5". From hole 4 to hole 5 will be 2-3/4". Hole #5 will be slotted 1-1/2". From hole 5 to hole 6 will be 3-7/8". All of the above are center line of bolt dimension. There will be three slotted holes now. For the cantilever shown on sheet 17 the tube shell will have 2 slots through it and connection plates. One slot will have a round hole through the tube shell and slots in the connection plate. On sheet 18 the connection plate will have slots and the tube shell will have round holes for the three places mentioned above.

OREGON STATE HIGHWAY DIVISION

9121

Portland, Oregon
January 14, 1976

S.E. Foster Rd.-S.E. Causey Ave.
East Portland Freeway
Contract No. 8127

Jim Gonzales
Fentron Highway Products

Attached are sheets 20A thru 20E for Sign Bridge Structure Station "W" 15+90. These sheets are being returned to you to be corrected.

Also attached are sketches for bolted splice connections for the sign bridge horizontal tubes for the Foster-Causey project. These are for the contractor's use in developing a satisfactory assembly method to allow for galvanizing. Shop details of the members should be submitted showing full details of the splice for approval.

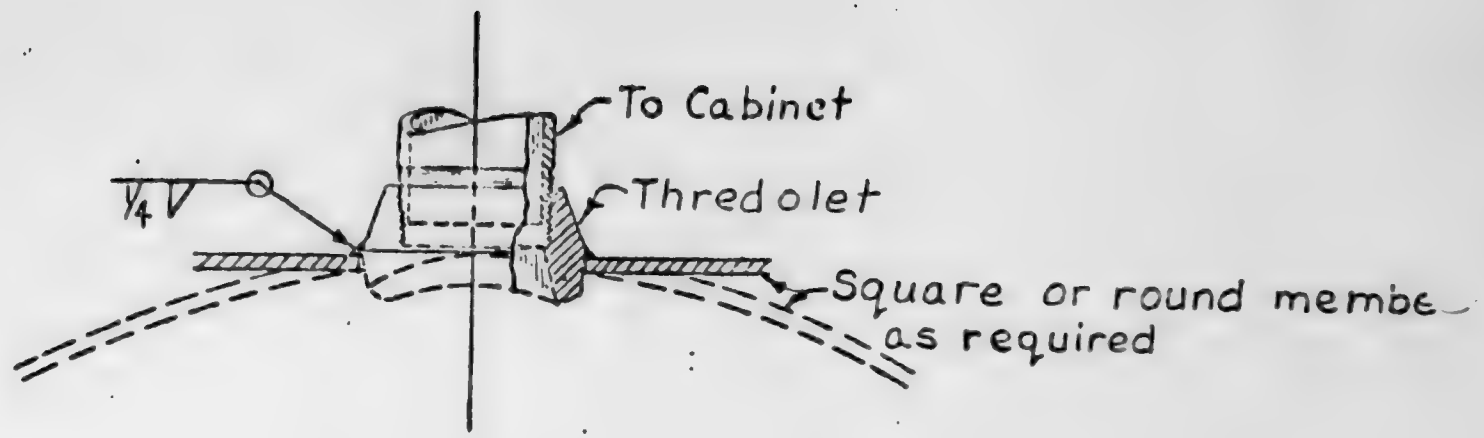
This is one possible splice method to accommodate the contractor's fabrication procedures. The splice detail submitted December 18, 1975, was not acceptable.

No additional cost will be charged to the State Highway Division. This possible change will not be reason for an extension of contract time.

W. Bergstedt
Ass't. Res. Engineer

WB/cg

cc: M. Craft
file (enclosures)


To Cabinet
Thredolet
1/4 V
Square or round membe
as required

Memo

9121

3 31 76

DAVE FROM ED MOLAND'S OFFICE VISITED OUR SHOP TO SEE THE PROGRESS OF THE SIGN BRIDGES.

DAVE DISCUSSED THE WIRE HOLES AT THE END OF THE BRIDGES & THE NOTE ADDED WHEN THE DRAWINGS WERE ISSUED BY OSHD.

IT WAS DECIDED THAT THE HOLE SHOWN ON THE DRAWINGS WAS THE SIZE & LOCATION AS INDICATED. THE STATE OR THE ELECTRICAL CONTRACTOR WILL PLACE A SHORT PIECE OF CONDUIT THRU THE HOLES & THE HOLES IN THE COLUMN CAP. THE CONDUIT WILL HAVE A COUPLER BOTH ENDS TO PROTECT THE WIRING FROM DAMAGE.

8127

May 5, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Request for Time Extension
Foster-Causey, I-205-7(28)304
Contract No. 8127
Corvallis, Albany, Lyons, ROS-000S(7)
Contract No. 8227
Salem-Hubbard Area Safety, ROS-000S(6)
Contract No. 8228

All three of these projects were completed with significant liquidated damages accrued and time extension requests have been presented on all of them based on fabrication of the new square monotube sign bridge design. These sign bridges were all made by Fentron Highway Products and the excessive time is somewhat interrelated in that Foster-Causey was the first project to include this new design and the other two came out only two months later. In addition to the liquidated damages on all three of these projects, there are unresolved no-cost price agreements on the sign bridge changes, notice of claims, or claims related to the sign bridge fabrication on all of them.

The time problem on all three contracts is not exactly the same in that there are various other reasons for time extension, but significant liquidated damages on each of these contracts come down to the basic fact of a new design that took longer to fabricate than the earlier type sign bridges. We have had conversations with Fentron's representative, who has made two submissions of additional information to substantiate more time for all the projects. We can now recommend as follows:

Contract No. 8127, Foster Causey:

10 days for late seeding and mulching on E.W.O. 3.

27 days in November, 1975 for P.A. 20, subgrade excavation and other added orders.

37 days for the monotube sign structure changes that could be considered State-requested.

This makes a total of 74 days and leaves 35 days to consider further.

Contract 8227, Corvallis, Albany, Lyons Area Safety:

47 days as the time counted after August 25, 1976 (after the sign structures were erected) for late added orders; P.A. 1, curb and walk changes; E.W.O. 3, extra backfilling around footings and some small late clean-up work.

Leaves 197 days to consider further.

Contract 8228, Salem-Hubbard Area Safety:

9 days, P.A. 6, correct sign bridge column lengths.

13 days for the last days counted only for minor items of tightening guardrail bolts, installation of one glare shield and other minor corrective work.

6 days, other change orders.

Total - 28 days; leaves 169 days to consider further.

We cite the following reasons in favor of complete extensions:

1. The Foster-Causey use of this design was the first and the two structures there are also the largest. The work for this first contract was delayed and logically delayed the other two being built by the same supplier.

2. The change to galvanizing was made at no cost to the State and has a long-range benefit.

3. The amounts of liquidated damages accrued are out of proportion to the value of the work delayed. Engineering costs in these instances do not accrue directly with the delay.

4. Other work on the contracts was done and

in use for the public benefit while these remaining liquidated damages were accruing.

5. The presence of some State-requested changes in the design compromises our position. It is very judgmental what the overall effect of our changes were versus the other changes.

Two tabulations are attached with further details of these jobs. Note that the two Foster-Causey bridges, in addition to being the first of this type, are also the largest (more than twice the weight of any of the others in the first five projects to utilize this design).

Also attached is the supplemental information provided by Fentron's representative showing the chronology of their plan, detailing hours and a narrative argument for extensions.

We therefore further recommend granting complete time extensions on all three of these projects if we get an acknowledgment from respective contractors that it would settle all claims. We request your concurrence.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Attachments

bc H. S. Coulter
C. T. Keasey
Robert Church
Ed Hardt
John Sheldrake

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 26, 1977

FILE: CON 5 #8127
#8227
#8228

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Request for Time Extension on Three Contracts
Contract No. 8127, Foster-Causey
Contract No. 8227, Corvallis, Albany, Lyons
Contract No. 8228, Salem-Hubbard Area Safety

All three of these projects were completed with significant liquidated damages accrued and time extension requests have been presented on all of them based on fabrication of the new square monotube sign bridge design. These sign bridges were all made by Fentron Highway Products and the excessive time is somewhat interrelated in that Foster-Causey was the first project to include this new design and the other two came out only two months later. In addition to the liquidated damages on all three of these projects, there are unresolved no-cost price agreements on the sign bridge changes, notice of claims, or claims related to the sign bridge fabrication on all of them.

The time problem on all three contracts is not exactly the same in that there are various other reasons for time extension, but a majority of the liquidated damages on each of these contracts comes down to the basic fact of a new design that took longer to fabricate than the earlier type sign bridges. We have had conversations with Fentron's representative, who has made two submissions of additional information to substantiate more time for all the projects. We can now recommend as follows:

On 8127, Foster-Causey, 10 days for late seeding and mulching on E.W.O. 3.
27 days in November, 1975 for P.A. 20, subgrade excavation and other added orders.
37 days for the monotube sign structure changes that could be considered State-requested.
This makes a total of 74 days and leaves 35 days to consider further.

RECEIVED
STATE HWY ENGR
MAY 2 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

On 8227, Corvallis, Albany, Lyons Area Safety,
47 days as the time counted after 8-25-76 (after the sign structures were erected) for late added orders; P.A. 1, curb and walk changes; E.W.O. 3, extra backfilling around footings and some small late clean-up work.
Leaves 197 days to consider further.

On 8228, Salem-Hubbard Area Safety,
9 days, P.A. 6, correct sign bridge column lengths.

13 days for the last days counted only for minor items of tightening guard rail bolts, installation of one glare shield and other minor corrective work.
6 days, other change orders.
Total 28 days and leaves 169 to consider further.

We cite the following reasons in favor of complete extensions:

1. The Foster-Causey use of this design was the first and the two structures there are also the largest. In hindsight, it may have been better to try the new design on a smaller one first.) The work for this first contract was delayed and logically delayed the other two being built by the same supplier.

2. The change to galvanizing was made at no cost to State and has a long range benefit.

3. The amounts of liquidated damages accrued are out of proportion to the value of the work delayed. Engineering costs in these instances do not accrue directly with the delay.

4. Other work on the contracts was done and in use for the public benefit while these remaining liquidated damages were accruing.

5. The presence of some State-requested changes in the design compromises our position. It is very judgemental what the over-all effect of our changes were versus the other changes.

Two tabulations are attached with further details of these jobs. Note that the two Foster-Causey bridges in addition to being the first of this type are also the largest (more than twice the weight of any of the others in the first five projects to utilize this design).

Also attached is supplemental information provided by Fentron's representative showing the chronology of their plan detailing hours and a narrative argument for extensions.

I therefor further recommend that we agree to grant complete time extensions on all three of these projects if we get an acknowledgement that it would settle all claims. A conversation with Fentron's attorney yesterday indicates they will do this. The prime contractors would have to formally acknowledge accordingly, but we know of no other claims. The basis for this would be that we recognize the extraordinary time involved in fabricating the new design and the interrelation of the three contracts. In effect, we would be extending for the "learning curve" time for the new design. The first stage extensions can be granted participating under delegated authorities since they are all related to added orders and changes. Complete extensions would require

FHWA concurrence, but with an acknowledgement that all claims would be resolved thereby, I believe this can be obtained.

Rough draft letters to FHWA and to the three contractors on the above basis are attached.

JAB:fr

Att.

cc: Robert Church

MONOTUBE SIGN SUPPORTS

Pertinent Dates

	Foster-Causey Contract No. 8127	Corvallis, Albany, Lyons Contract No. 8227	Salem-Hubbard Contract No.8228
Prime contractor	Cascade Constr.	Hansen Electric	Coral Corp.
Bids opened	March 4, 1975	May 29, 1975	May 29, 1975
Begin day count	March 24, 1975	July 1, 1975	July 1, 1975
Date of subcontract	March 22, 1975	September 10, 1975 (Erection only)	None
Date first group of shop drawings submitted	June 3, 1975	Structures on all 3 jobs were dependent on same design. Re: Fentron letter dated December 7, 1976.	
Time ran out	Nov. 3, 1975	Feb. 10, 1976	Feb. 10, 1976
All work done other than sign bridges and cantilevers	May, 1976	Feb. 14, 1976	Feb. 3, 1976
Work complete	May 21, 1976	Oct. 11, 1976	Aug. 25, 1976
Liquidated damages	109 @ $300 $32,700	244 @ $100 * $24,400	197 @ $100 * $19,700
No. of sign bridges	2	1	1
Value of sign bridges	$101,000	$24,210	$26,000
No. of cantilever signs	4	2	2
Value of cantilever signs	$50,600	$21,351	$18,000
Cantilevers erected	Not available	Aug. 23, 1976	Apr. 22, 1976
Bridges erected	May 11, 1976	Aug. 20, 1976	Aug. 12, 1976

* Contract time in calendar days.

Claims	Notice of a claim 4-23-76 by Fentron only	Unsigned P.A. 2 @ "No Cost"	Unsigned P.A. 4 @ "No Cost" and claim for $3,395.72

JAB:fr
4/27/77

First Monotube Sign Bridge Projects

1. Contract No. 8127 Bid 3-4-75	Foster-Causey Fabricated by Fentron (29,000 lbs. and 29,150 lbs.) Complete 5-21-76 (109 days late)
2. Contract No. 8167 Bid 4-24-75	Astoria Area Safety Fabricated by Aska (Smaller structure 11,500 lbs.) Complete 4-26-76 (120 days late - 39 days extension granted)
3. Contract No. 8227 Bid 5-29-75	Corvallis, Albany, Lyons Fabricated by Fentron (12,550 lbs.) Complete 10-11-76 (244 days late - 47 for other reasons 197 left)
4. Contract No. 8228 Bid 5-29-75	Salem, Hubbard Area Safety Fabricated by Fentron (13,200 lbs.) Complete 8-25-76 (197 days late - 28 for other reasons 169 left)
5. Contract No. 8246 Bid 6-19-75	Bellevue-Mission Fabricated by Unruh (12,410 lbs.) Complete 11-16-76 (22 days late) Complete extension granted on other reasons.

THE PIHAS SCHMIDT, WESTERDAHL COMPANY

Marketing • Advertising • Public Relations • Government Relations • Management Counsel
520 S.W. Yamhill Street, Suite 430
Portland, Oregon 97204 (503) 228-8396

March 18, 1977

Routing
Keasey — RECEIVED — Richards
Bond — Glenn
Jackmond — MAR 23 1977 — Berg
Harwood
Johnsen — CONSTRUCTION
Walker — SECTION

Mr. John A. Bond
Administration Engineer
Oregon State Highway Division
504 Executive House
325 - 13th Street, N.E.
Salem, Oregon 97310

Dear John:

FENTRON HIGHWAY PRODUCTS REQUEST FOR TIME EXTENSION, FOSTER-CAUSEY OSHD 8127, OTIS JUNCTION OSHD 8202, SALEM-HUBBARD OSHD 8228, CORVALLIS-ALBANY OSHD 8227

Attached is the time line showing the ripple effect of these four projects as we discussed at our meeting. On further research, I believe the following facts will help clarify the reasons for the delays in delivery.

All contracts involve two items, cantilevers and sign bridges. All cantilevers contained in the four contracts were of the new mono-tube type design and all sign bridges, with the exception of Otis Junction, were also of the new type design. The Otis Junction sign bridge was of the old pipe type design.

As I'm sure you're aware, any new type of design creates a multitude of problems. In this particular case, the new designs had numerous small problems, for example, electrical conduits did not meet the electrical codes. While each design change required as a part of this contract was reasonably small, each change requires a substantial amount of time for transit to Salem, plus design section review and return travel. There were so many small changes that in aggregate, they added up to major delays.

It was the result of a number of initial small design changes that caused Fentron to request a change to galvanizing of the sign bridges in lieu of painting. This was because the original contract was scheduled for completion during the summer, which allows painting in Oregon's climate. However, the number of small design changes caused enough delays that it was recognizable early in the project that painting would be precluded because of late fall and winter weather. Therefore, Fentron Hignway Products requested a change to galvanizing, which further caused a number of additional design changes.

As you can see from the attached time line, the actual delivery dates are in the same sequence as the scheduled delivery dates, only pushed back approximately nine months. The one exception is Otis Junction, which was delayed because of the new cantilever designs and was delivered substantially earlier because a change in cantilever design was resolved much earlier.

To the best of our information, there have been eight sign bridges contracted in the state which are of the new mono-tube design. Fentron Highway Products has received the contract for six of these. The other two were done by Unruh in Eugene and Aska in Hillsboro. Both firms realized substantial difficulties in constructing the mono-tube type sign bridges. In fact, Unruh had enough difficulty in construction that it was forced to entirely rebuild the structure after its initial completion, and it suffered not only substantial delays in delivery, but also, we understand, had severe financial difficulties in fulfilling the contract. In fact, Unruh went out of business shortly after completion of its sign bridge.

Aska also had substantial difficulties in fabricating the new mono-tube sign bridges. Delivery was six months late, and it incurred approximately a 50 percent financial loss on the project. Aska was a beneficiary of a number of Fentron's design changes but due to weather was able to paint the center section of the sign bridge. The remainder of the sign bridge was galvanized.

You indicated in our conversation that Portland Wire and Iron had constructed one of the new design sign bridges. We contacted Bob Svoda at Portland Wire and Iron and he told us it had never fabricated a mono-tube type sign bridge.

this one was a cantilever JB.

Given the problems inherent in the design of the initial sign bridge, and the resulting ripple impact that this had on all four Fentron contracts, we request the following:

--That all jobs be considered as one for the purpose of reviewing the time extension request.

--That galvanizing, while at the request of Fentron Highway Products, was necessitated by delays experienced resolving the sign bridge design, and thus was done at the request of the Oregon State Highway Division.

--That all time extension requests be granted to Fentron Highway Products.

We stand ready to provide you with additional information as may be required.

Sincerely,

Walt

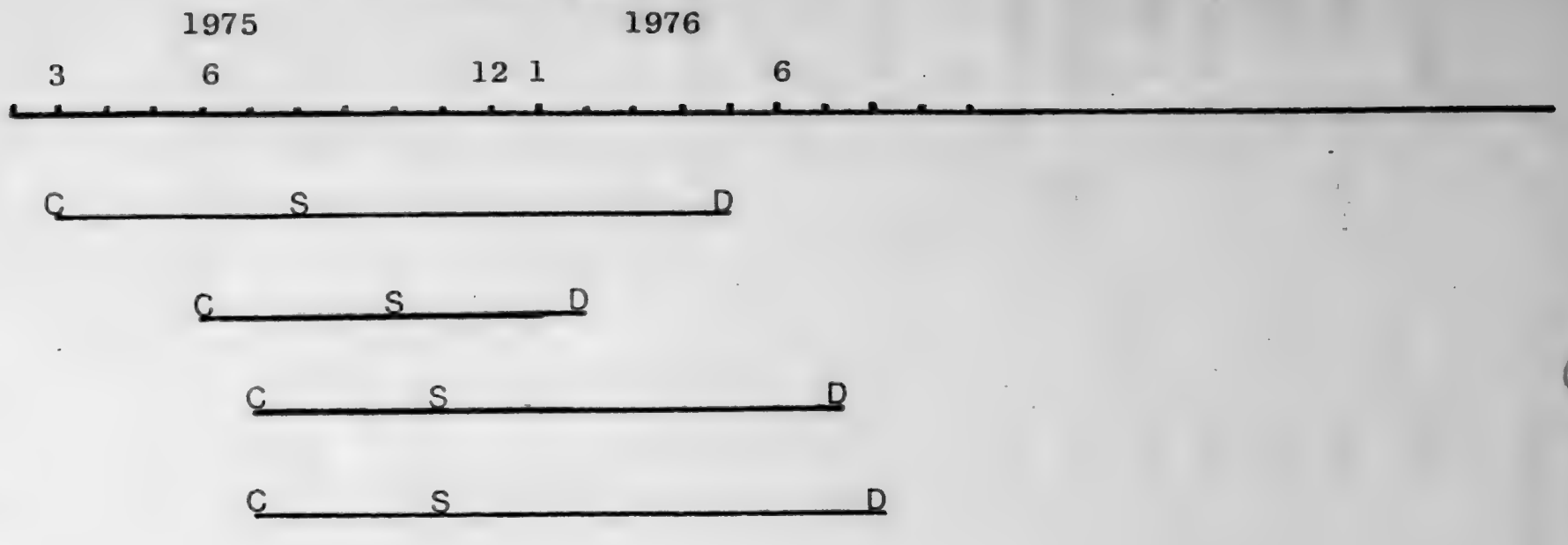
Walter A. Hitchcock

WAH:gb
Enclosure

FENTRON HIGHWAY PRODUCTS

Sign Bridge & Cantilever Contracts

Project Schedules



C- Contract Award Date

S- Scheduled Delivery Date

D- Actual Delivery Date

(From Fentron)

DETAILING HOURS JOB 9121

WEEK OF	HOURS	WEEK OF	HOURS
MARCH 1 - 8, 1975	40.0	NOV. 16 - 22	18.0
MARCH 9 - 15	40.0	NOV. 23 - 29	6.5
MARCH 16 - 22	40.0	NOV. 30 - DEC. 6	55.5
MARCH 23 - 29	40.0	DEC. 7 - 13	40.0
MARCH 30 - APRIL 5	40.0	DEC. 14 - 20	40.0
APRIL 6 - 12	40.0	DEC. 21 - 27	26.8
APRIL 13 - 19	40.0	JAN. 4 - 10	16.5
APRIL 20 - 26	40.0	JAN. 11 - 17	5.0
MAY 4 - 10	16.0	FEB. 1 - 7	66.0
JUNE 15 - 21	8.0	FEB. 8 - 14	21.0
AUGUST 24 - 30	10.0	FEB. 15 - 21	8.0
AUGUST 31 - SEPT. 6	2.5	FEB. 22- 28	27.0
SEPT. 7 - 13	12.0	FEB. 29 - MARCH 6	6.0
SEPT. 14 - 20	.5	MARCH 7 - 13	6.0
SEPT. 28 - OCT. 4	9.5	MARCH 14 - 20	2.5
OCT. 19 - 25	20.0	APRIL 4 - 10	5.5
OCT. 26 - NOV. 1	38.0	APRIL 11 - 17	1.0
NOV. 2 - 8	21.0	APRIL 18 - 24	3.0
NOV. 9 - 15	3.0		

814.5 HRS

Job 9121

Date	P.O.#	Description	Invoice Amount
3-2-75	6316	(2) Plate 28-1/2 x 28-1/2 x 1-1/2 A441	$227.25
5-2-75	6315	(2) Pl 3/4 x 32 x 32 per dwg. (1) Pl 3/4 x 34 x 34 per dwg.	157.42
9-4-75	7052	(186) 5/16 and 3/8 A-36 plates sheared to size.	9,032.86
9-2-75	7033	(7) 2-1/2 ø Std Pipe blk x 5.79# x 21'-0	115.88
7-18-75	6758	(1) each Mark K15, K1-15, K16, K1-16, K17, K1-17, K-18, K1-18, AU 19F, AM 19E, C 19A, C 19B, AA 19C, AA 19D, A 19A, A 19B, A 19C, A 19D, AH 19E, AH 19F, A 15, A 16, A 17, A 18.	1,629.90
8-14-75	6921	16 pcs Mk as19; 10 pcs Mk af20; 6 pcs Mk af21; 10 pcs Mk af22; 6 pcs Mk af23; 2 pcs av; 4 pcs aw; 2 pcs ba	78.82
7-3-75	6678	80 pcs 1-1/2 x 3-1/3 O.D. galv washer 12 pcs 1-1/2 x 10 galv 2-H nuts 4 pcs 1-1/2 x 11 galv bolt 4 pcs 1-1/2 x 25 galv bolt	304.76
9-29-75	7184	1 pc 3-1/2 std pipe x 21'-0	40.81
11-5-75	7431	10 pcs 1/2 ø x 2-1/4 bolt 15 pcs 1/2 ø x 5 bolt w/nut 10 pcs 3/4 ø x 2-1/2 bolt w/nut 35 pcs 3/4 ø x 2 bolt w/nut 10 pcs 3/4 x 2-1/4 bolt w/nut	73.81
11-7-75	7448	Galvanize (2) BSP	94.20
11-10-75	7454	(2) Pl 3/8 x 1'-5 1/2 x 3'-0	36.11
12-3-75	7585	(8) FB 5/16 x 3 x 20'-0 (4) Angle 3 x 3 x 5/16 x 40'-0	263.68
1-12-76	7808	Galvanize: (4) Cantilever posts (4) Cantilever arms, (12) Mounting Angles, (22) Sign support arms	1,761.15
1-14-76	7834	Galvanize: (1) Cantilever arm, (1) Cantilever post	729.30
11-4-75	7474	Galvanize BSP	598.78

Date	P.O.#	Description	Invoice Amount
2-20-76	8027	Galvanize all sign bridge material	1,375.43
2-11-76	7979	Supply cut to size and shape 14T A-36 Pl	6,197.52
2-12-76	7981	(50) 1/4 x 2 FB x 25'-0	453.13
2-18-76	8009	Strip and Regalvanize: (2) 20' Kindorf U Channel	14.85

8127

ROBERT W. STRAUB
GOVERNOR

OREGON STATE HIGHWAY DIVISION

February 11, 1977

HIGHWAY BUILDING • SALEM, OREGON • 97310

Cascade Construction Company , Inc.
PO Box 4267
Portland, OR 97208

Attention: Jon Morris
Vice President

Contract 8127 has been finalled. This releases the $20,000 securities posted in lieu of retainage on this project.

The $20,000 is being applied to the following contracts in accordance with your memo of February 10th.

Security Summary;

Contract	Prior Total	This Transaction	New Total
8127	$20,000	(20,000)	-0-
8459	-0-	10,000	10,000
8463	-0-	5,000	5,000
8466	-0-	5,000	5,000

Vernon E. Skoog
Controller

By _____
James J. Kinns
Contract Payments Executive

JJK:mm

cc: U.S. National Bank, Jean VanScoy

bc: C.W. Head
R. Church
C.W. Barrett (Att.)

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8127

February 4, 1977

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Gentlemen:

On January 14, 1977, we wrote to you concerning release of final payment on Contract No. 8127 awarded to Cascade Construction Company, Inc., for work on S. E. Foster Road-S. E. Causey Avenue Section of the East Portland Freeway in Multnomah and Clackamas Counties.

The total contract amount is $3,693,953.50 including $44,444.75 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhm

cc Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Gerlinger, Arnold & Reger Co.
201 American Bank Building
Portland, OR 97205

C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Robert Bothman

8127

OREGON STATE HIGHWAY DIVISION

January 13, 1977

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy

Re: Cascade Construction

We received your safekeeping receipt 208596 covering savings certificate 277593 for $175,000. This replaces matured certificate 277489 in the amount of $150,000.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8064	$ 30,000	-0-	$ 30,000
8127	20,000	-0-	20,000
8303	10,000	-0-	10,000
8332	10,000	-0-	10,000
8376	10,000	-0-	10,000
8377	40,000	10,000	50,000
8415	14,000	-0-	14,000
8424	5,000	-0-	5,000
Unallocated	11,000	15,000	26,000
	$ 150,000		$ 175,000

Enclosed is the safekeeping receipt for the matured securities.

Vernon E. Skoog,
Controller

By _____
James J. Kinns
Contract Payments Executive

JJK:mm

Enclosures

NOTED
C. W. HEAD

cc: Cascade Construction

bc; C.W. Head (Att.)
R. Church
C. Barrett (Att.)

CUSTOMER COPY

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 208596

DATE December 30, 1976

For The Acct. of
Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

DISPOSITION OF PROCEEDS
- ☒ CR. CKNG. Acc't 107-029
- ☐ CR. SVNG. Acct't
- ☐ Remit

DEPOSITED BY: Former Rec 208434

$175,000.00	U. S. Bank Savings Certificate Non-Negotiable C/D 4.500%
	Dated 12/13/76 Due 1/31/77
	Interest At Maturity CUSIP
	Cert #00 277593 @ 175M; n/o Cascade Construction Co., Inc. "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-8400 6/75 ENV. 31-320 HEAD OFFICE PORTLAND

8127

ROBERT W. STRAUB
GOVERNOR

OREGON STATE HIGHWAY DIVISION

December 7, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Cascade Construction
Contracts: 8064, 8127, 8303, 8332, 8376, 8377, 8415, 8424

We received your safekeeping receipt 208324 covering savings certificate 277489, $150,000. This replaces matured certificate 277275, $200,000. Deposits in lieu of retainage on our contracts with Cascade Construction Co. are affected as follows:

Contract	Current Deposit	Matured Deposit	Net Change
8064	$30,000	$30,000	--
8127	20,000	20,000	--
8303	10,000	35,000	($25,000)
8332	10,000	40,000	(30,000)
8376	10,000	10,000	--
8377	40,000	40,000	--
8415	14,000	14,000	--
8424	5,000	5,000	--
Unallocated	11,000	6,000	5,000
Total	$150,000	$200,000	($50,000)

We enclose the safekeeping receipt for the matured certificate.

Vernon E. Skoog

By _____
Janice H. Peterson
Contract Payments Executive

JHP:mn

Enclosure

cc: Cascade Construction

bc: C.W. Head
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

November 30, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed please find a copy of our Safekeeping Receipt #208324 covering a $150,000.00 U S Bank Savings Certificate Nonnegotiable C/D in the name of Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. The allocation of this C/D is as follows:

Contract	Current Deposit
8064	$30,000.00
8127	20,000.00
8303	10,000.00
8332	10,000.00
8376	10,000.00
8377	40,000.00
8415	14,000.00
8424	5,000.00
Unallocated	11,000.00
	$150,000.00

This C/D renews Safekeeping Receipt #208173 in the amount of $200,000.00 which matures on 11/30/76.

Very truly yours,

Ella Anderson

Safekeeping Department

NOTED
V. B. ...

ea
Enc

cc: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

RECEIVED
DEC 01 1976
HIGHWAY ACCOUNTING

CUSTOMER COPY

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 208324

DATE 11/30/76

For The Acct. of
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

DISPOSITION OF PROCEEDS
- [X] CR. CKNG. Acct't 107-029
- [ ] CR. SVNG. Acct't
- [ ] Remit

DEPOSITED BY: Time Deposit

$150,000.00	U.S. Bank Savings Certificate Non-Negotiable C/D 5.000% Dated 11/30/76 Due 12/30/76 Interest At Maturity Cert # -00 277489 @ 150M "Fund to be released to contractor only upon written notice to disburse from Oregon State Highway Division" N/O Cascade Construction Co., Inc.

CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

E. Johnson

8127

OREGON STATE HIGHWAY DIVISION

November 1, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

U.S. National Bank
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy

Re: Cascade Construction Co.
Contracts: 8064, 8127, 8303, 8332, 8376, 8377, 8415, 8427

We received your safekeeping receipt No. 208173, covering TCD 277275, $200,000. This replaces matured certificate 265198, $200,000. This transaction affects deposits in lieu of retainage on our contracts with Cascade Construction Company as follows:

Contract	Current Deposit	Matured Deposit	Net Change
8064	$ 30,000	$ 30,000	$ -
8127	20,000	20,000	-
8303	35,000	35,000	-
8332	40,000	40,000	-
8376	10,000	10,000	-
8377	40,000	40,000	-
8415	14,000	14,000	-
8427	5,000	-	5,000
Unallocated	6,000	11,000	(5,000)
Total	$200,000	$200,000	-

The safekeeping receipt for the matured certificate is enclosed.

V. E. Skoog, Controller

by

Janice Peterson
Contract Payments Executive

NOTED
C. W. HEAD

cc: Cascade Construction
bc: C. W. Head
Bob Church
Chuck Barrett

UNITED STATES NATIONAL BANK OF OREGON

A Subsidiary of U.S. Bancorp

RECEIVED
NOV 1 1976
CONTRACT ACCOUNTING

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

October 29, 1976

Oregon State Highway Division
H ighways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed Please find a copy of our Safekeeping Receipt #208173 covering a $200,000.00 U. S. Bank Savings Certificate Nonnegotiable C/D in the name of Cascade Construction Co, Inc. which is assigned to the Oregon State Highway Division. The allocation of this C/D is as follows:

Contract	Current Deposit
8064	$30,000.00
8127	20,000.00
8303	35,000.00
8332	40,000.00
8377	40,000.00
8376	10,000.00
8415	14,000.00
8424	5,000.00
Unallocated	6,000.00
	$ 200,000.00

This C/D renews Safekeeping Receipt #207906 in the amount of $200,000.00 which matures on 10/29/76.

Very truly yours,

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc

CC: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

RECEIVED
NOV 1 1976
HIGHWAY ACCOUNTING

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 208173

DATE 10/29/76

DISPOSITION OF PROCEEDS

☒ CR. CKNG. Acc't 107-029

☐ CR. SVNG. Acct't

☐ Remit

DEPOSITED BY: Time Deposit

For The Acct. of • Cascade Construction Company, Inc.
P.O. BOX 4267
Portland, Oregon 97208
Assigned to Oregon State Highway Division

$200,000.00	U. S. Bank Savings Certificate Non-Negotiable C/D	5%
	Dated 10/29/76 Due 11/30/76	
	Interest at Maturity	CUSIP
	Cert. No. 00 277275 @ 200M n/o Cascade Construction Co. Inc. "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division"	

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

3480 4/75 ENV. 31-329 HEAD OFFICE PORTLAND 1

8127

8127

43

OREGON STATE HIGHWAY DIVISION

September 30, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Attention: Jean Van Scoy

Re: Cascade Construction Co.
Contracts: 8064, 8127, 8303, 8332, 8376, 8377, 8415

We received your safekeeping receipt 207906 covering your c/d 265198, $200,000. We are returning your safekeeping receipt 207676 for matured C/D 264976, $200,000. We confirm amounts deposited in lieu of retainage on our Contracts with Cascade Construction Co. as follows:

Contract	Current Deposit
8064	$ 30,000
8127	20,000
8303	35,000
8332	40,000
8376	10,000
8377	40,000
8415	14,000
Unallocated	11,000
Total	$200,000

Vernon E. Skoog
Controller

by _____
Janice H. Peterson
Contract Payments Executive

NOTED
C. W. HEAD

JP:mm

cc: Cascade Construction Co.,Inc.

bc: C.W. Head
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON

A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

September 28, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen:

Enclosed please find a copy of our Safekeeping Receipt #207906 covering a $200,000.00 U. S. Bank Savings Certificate Nonnegotiable C/D in the name of Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. The allocation of this C/D is as follows:

Contract	Current Deposit
8064	$30,000.00
8127	20,000.00
8303	35,000.00
8332	40,000.00
8377	40,000.00
8376	10,000.00
8415	14,000.00
Unallocated	11,000.00
	$200,000.00

RECEIVED
SEP 29 1976
CONTRACT ACCOUNTING

This C/D renews Safekeeping Receipt #207676 in the amount of $200,000.00 which will mature on 9/30/76.

Very truly yours,

Jean VanScoy
Safekeeping Officer

JV:ms

Enclosure

CC: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

RECEIVED
SEP 30 1976
HIGHWAY ACCOUNTING

CUSTOMER COPY

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 207906

DATE 9/27/76

For The Acct. of
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208
Assigned to Oregon State Highway Division

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acct't
☐ Remit

DEPOSITED BY: Time Deposit

$200,000.00	U.S. Bank Savings Certificate Nonnegotiable C/D 5%
	Dated 9/27/76 Due 10/29/76
	Interest At Maturity
	Cert # 00 265198 @ 200M; M/O Cascade Construction Co., Inc.
	CUSIP
	"Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

E. Johnson

NOT NEGOTIABLE

15-2488 4/75 ENV. 31-318 HEAD OFFICE PORTLAND

9-29-76

I-205

Engineer's Narrative Report

SE. Foster Rd.-S.E. Causey Ave.
East Portland Freeway
I-205-7(28)304
626-1032
Contract No. 8127

The project S.E. Foster Rd-S.E. Causey Ave. is a portion of the East Portland Freeway which is I-205. The project is partially in Multnomah County and partially in Clackamas County. It begins at S.E. Woodstock Blvd. with "On" and "Off" ramps and continues connecting to the existing section of Freeway at Causey Ave. which is just North of Sunnyside Road.

The Original Authorization for the Project was $4,315,116.63. Original Contract amount $3,803,161.00. Actual Contract amount paid $ 3,683,447.80. Authorized Engineering amount was 306,852.88 and of this $245,000.00 was actually used.

	Authorized	Performed
Total minus Engineering	$ 4,008,265.75	$ 3,704,471.40

The project S.E. Foster Rd.-S.E. Causey Ave. was let in March 1975. This Contract was a Paving, Signing, and Traffic Signals project.

The project time began March 24, 1975, with anticipated completion being Nov. 3, 1975. The Prime Contractor was Cascade Const. Co., Inc. The completion time limit was 225 Calendar Work Days.

Cascade as the prime contractor did the dirt work, pipe installation, lime treatment, CTB placement, and asphalt work.

Coral Corp. as a sub-contractor had the Signing, Guardrail, Precast Concrete Shoulder Barrier, and Guide Post. Pentron Highway Products did the supplying of sign structures for Coral Corp. Coral sub-contracted the Pre-cast Shoulder Barrier to Stillwell-Gerard.

Hamilton Electric was the sub-contractor for the signal and electrical work. Moe & Son Inc,. did the installation of the conduit for the electrical work.

Acme-Vickery was the sub-contractor for all the Portland Cement Concrete Pavement. They sub-contracted the placement of the reinforcement to Mercer Industries. The rebar was supplied by Northwest Steel Rolling Mills, Inc.

Columbia Fence did the C-46 Fence istallation as a sub-contractor.

C.D. Dennis and Sons Inc. was sub-contracted to do the top soil placement by Cascade.

Sharp and Associates Inc. as sub-contractor did the curb, island, and 4" concrete work.

The grading consisted of surcharge removal on fills from approximate station 516+50 to 541±, grading and shaping existing sub-grade, and placement of the sound berm Rt LS576 to LS582. Also included was the lime treatment of the sub-grade on the LS from 580± to 602 and on the LN from 573 to 601. The project also had perf. pipe on the LS at various locations from Sta 556± to 644± and on the LN from 567 to 643.

Cascade started reshaping of the sub-grade March 27. They worked vigourely preparing L[5] for the lime treatment. The first lime treatment of the sub-grade was April 1st. The lime treatment operation was hampered by existence of scattered rocks below sub-grade which raised havoc with the equipment. During the course of the lime treatment of the sub-grade it became apparent that in some areas the 6inch treatment of sub-grade was not adaquate and was not providing a desired stable sub-grade. The contractor was requested to remove the top limed area which was finished and lime the area below in the trouble areas. This double limeing though expensive stablized the sub-grade.

The contractor trimmed the entire sub-grade with the CM[1] Machine. The CMI Machine did a good job. Throughout the sub-grade operation outside the limed area we had spotty soft areas which showed up at different times. The soft areas that wouldn't cure out with processing were removed and backfilled with granular material. Lime operation continued at various times till early May. During this same period of time the Surcharge was being removed, the perf. pipe being installed and sign footings being being excavated and poured.

The perf. pipe operation was one of the better operations of the project. One of the normal conflicts between State and Contractor is the quantities of special filter material used around perf. pipes. The contractors always forgets to reflect in their figures the amount of waste they have in their carelessness. This time the contractor listened to a suggestion from the Resident Engineer. Ed suggested that to cut down on contamination, waste, and lost time, that the contractor rent a Concrete barrel truck to place the special filter material with. The Contractor did this with excellent results.

The Cement Treated Base operation went smoothly. The contractor used the CMI Machine which left a good smooth surface on which to lay the concrete pavement. The only areas where problems with grading of CTB occurred at the starting and ending of runs.

Acme-Vickery was the sub-contractor for the Portland Cement Concrete Pavement. The first problem was that Acme-Vickery had to get their prior EEO and Training obligations cleared up. When this problem was resolved and the sub-contract approved the fun began. The next problem was the rebar supplied by Northwest Rolling Mills. They were informed prior to delivery what was expected of them as far as Specifications, Certification, and Testing but someone wasn't listening. They had a difficult time getting the heat no's, mill analysis, markings, and rebar in once place at one time. This was ironed out by several phone calls, a couple of meetings and constant dinging on the contractor to get everything together. It is our understanding that they were involved in a contract locally after ours and that these problems were not encountered. It seems that they are now informed and are listening. At all times they were cooperative but results took awhile.

During the rebar problem another problem concerning the concrete aggregate arose. As required a sample of the aggregate to be used by the contractor for concrete pavement was submitted by our materials section for approval and were approved to be used by the Materials Section. After production of materials had began it was discovered that the aggregate specifications for concrete pavement had been changed by the 1974 Red Book. Everyone dropped the ball on this one. The Contractor, Region Material Section, Lab and our Office missed this change in specifications which required aggregate to have 60% more(by weight) must have one fractured face. This problem was caught and resolved after three days supply of aggregate had been manufactured. Permission was given the contractor to use the unfractured aggregate for the first three days after which the aggregate manufactured and used would be as stated in Specifications set by the 1974 Edition of Specifications for Highway Construction. A Documentary Price Agreement was made and approved. The first three days runs are labelled in field as test sections. It is suggested that when changes of specifications are made on items that have not been changed for years that it should be emphasized in the Special Provisions.

Acme-Vickery paved a full 36 ft. wide panel in one operation with one machine. One problem that was encountered and had to be watched was the rebar position as it fed through the tubes of the machine and was incorporated in the panel. The tube positions had to be adjusted and checked often.

The problem of sawing the joints in the continuously reinforced concrete at the proper time was encountered. The importance of proper timing was discussed with saw man prior to panel placement. He said he was aware of proper timing and he had no problems in the past. First day on long run he had the problems. This timing problem of sawing joints only occurred on the one days run. After that the sawing operation was more punctual .

The completion of the Reinforced Panel at bridge ends and reinforced concrete panels was not done in a timely manner which held up paving of the shoulders. The shoulder paving being held up caused the shoulder barrier installation to be later which held up topsoil placement in the Median Area 507-567.

The topsoil completion in the median 507-567 was curtailed in late fall 1975 due to weather and completed in May 1976.

The Signing and Signal work on the project was the reason for the Contract not being substantially complete within the authorized 225 Calendar Work Days for the project. The problem with signing and signal work was due to the manufacture and completion of the Sign Bridges and Cantilever Sign Structures. The electrical work, signing and signals were done as soon as there was a structure to put them on. The hold up was the design changes that Fentron thought they needed to make to fabricate the structures.

The first shop drawings were submitted and approved in June of 1975. The footing position and bolt location of poured footings for sign bridges in field were sent to Fentron also during the month of June. Mid July a meeting was held between state and Fentron concerning structures. Late Sept. 1975 Coral said they were having trouble getting delivery date of sign structures from Fentron. Oct. 7 recieved word that sign structures were not built yet - Recieved word from Fentron Oct. 23 that sign structures should be done by Christmas. Nov 24 recieved word that galvanizing of poles approved in lieu of painting. Meeting held at Cascade Const. and Fentron said cantilever signs should be done by Dec. 31, 1975 and sign bridges by mid-March. At this meeting it was suggested that the project be opened with all signs up except the sign bridges. Jan. 24, 1976 project was opened with use of permanent and temporary signs. May 17, 1976 the signals on sign bridges were activated and temporary signing removed.

May 27th finished seeding with the with the test material for mulching test. Tested Fibron Mulching, Dow Chemical additive and Terra-Tech 111 Binder.

Fibron mulch appeared to do as well as a mulch as regular Silva Fiber mulch. The two additives Dow Chemical and Terra-TachIII appeared to bind the fibre and clung to the soil. The products appear to be good but are more suited to be used with straw.

Mid-June of 1976 slope and waste area grading was completed by Cascade under Extra Work Order #3.

July 1, 1976 recieved word from Fentron lawyer wanting to know procedure for time extension.

July 27, meeting held with Fentron lawyer detailing procedure to use for time extension. Also Fentron lawyer stated that Fentron beleves they are entitled to $41,000 extra for changes.

August 2 nd Cascade finished Extra Work Order at Otty Structure.

Late August Cascade sent in their PR-47.

The projects main hang up was the sign structures.

There are $32,100 in Liquidated Damages which has been withheld from the Contract Amount. Fentron is in the process of preparing documents to attempt to recover the Liquidated Damages.

J.E. Holland
Resident Engineer

"By William Bergstedt
Asst Res. Eng.

JEH/cg
cc:file

STATEMENT OF OVERRUNS AND UNDERRUNS

CONTRACT 8127

Item No.	Item	Unit	Contract Quantity	Final Quantity	Percent + or -
1.	Mobilization	Lump Sum	100%	100%	0.0
2	Temp. Direction and Protection of Traffic	Lump Sum	100%	100%	0.0
3	Temporary Signs Signs not needed asmajor portion of project not under traffic	Sq. Ft.	200	128	-36.0
4	Flagmen Same as Item 3	Hrs.	30	14	-53.3
5	Remove Structures and Obstructions	Lump Sum	100%	100%	0.0
6	Finishing Existing Roadbed	Lump Sum	100%	100%	0.0
7	Trench Excavation Used all required for adequate installation	Cu. Yd.	1880	1524	-18.9
8	Furnishing and Placing Topsoil	Cu. Yd.	23,200	23,036.7	-0.7
9	Watering Extra required for adequate dust control	M Gal.	900	1051.1	+16.8
10	Aggregate Shoulders Used all required for adequate construction of project.	Ton	4900	1028.5	-79
11	1" - 0 Aggregate Base	Ton	45,500	47,801.75	+5.0
12	Lime Treated Subgrade Additional soft areas encountered required lime treatment	Sq. Yd.	49,000	60,342.9	+23.1
13	Lime for Treated Subgrade	Ton	550	506.59	-7.9
14	Cement Treated Base Mixture	Ton	68,500	65,274.51	-4.7
15	Portland Cement in CTB Mixture Mix design did not require anticipated quantities.	Ton	3770	2868.65	-23.9
16	Asphalt in Seal Used all required for adequate seal cover.	Ton	250	218.40	-12.6
17	Class B or C Asphalt Concrete Mixture	Ton	33,000	32,920.66	-0.2

Statement of Overruns and Underruns
Contract 8127

Item No.	Item	Unit	Contract Quantity	Final Quantity	Percent + or -
18	Asphalt Cement in Mixture	Ton	2150	2034.42	-5.4
19	Asphalt in Tack Coat Used all required for adequate bond.	Ton	12	1.32	-89.0
20	Continuously Reinforced Concrete Pavement	Sq. Yd.	102,500	97,034	-5.3
21	Reinforced Concrete Pavement	Sq. Yd.	2840	2629	-7.4
22	Pavement Termenal Anchors	Lin. Ft.	864	864	0.0
23	Terminal Expansion Joints	Lin. Ft.	432	432	0.0
24	Reinforced Conc. Bridge End Panels (92nd)	Sq. Yd.	1140	1164	+2.1
25	Reinforced Conc. Bridge End Panels	Sq. Yd.	1590	1590	0.0
26	Type G Parapet Railing	Lin. Ft.	184	184	0.0
27	6" Culvert Pipe	Lin. Ft.	890	890	0.0
28	10" Culvert Pipe	Lin. Ft.	270	268	-0.7
29	8" Sewer Pipe	Lin. Ft.	130	143	+10.0
30	Concrete Inlets, Type G-1	ea.	13	13	0.0
31	6" Drain Pipe	Lin. Ft.	6270	6072	-3.2
32	8" Drain Pipe	Lin. Ft.	11,540	11,636	+0.8
33	Special Filter Material in Drains Used all required to fill pipe trenches.	Cu. Yd.	1430	1108.26	-22.5
34	Guard Rail, Type 2A	Lin. Ft.	2320	2576	+8.9
35	Guard Rail, Type 3	Lin. Ft.	25	25	0.0
36	Guard Rail Anchors, Type 1	ea.	1	1	0.0

Statement of Overruns and Underruns
Contract 8127

Item No.	Item	Unit	Contract Quantity	Final Quantity	Percent + or -
37	Guard Rail Anchors, Type 2	ea.	1	1	0.0
38	Rail End Pieces, Type A	ea.	1	1	0.0
39	Rail End Pieces, Type C	ea.	1	1	0.0
40	Continuous Rail Traffic Barrier	Lin. Ft.	100	100	0.0
41	CL 6 Chain Link Fence	Lin. Ft.	1479	1479	0.0
42	4" Concrete Surfacing Project shortened on the north endby aprox. 1000'	Sq. Yd.	2360	1734.7	-26.5
43	Concrete Curb Project shortened on the north end.	Cu. Yd.	290	230.4	-20.6
44	Concrete Islands Larger island eliminated by shortening project.	Cu. Yd.	35	6.8	-80.6
45	Concrete Barrier	Lin. Ft.	14,560	14,366	-1.3
46	Drainage Curbs	Lin Ft.	270	286.1	-6.0
47	Guide Posts	ea.	150	141	-6.0
48	Adjusting Manholes Item not needed	ea.	1	0	-100
49	Adjusting Inlets Item not needed	ea.	1	0	-100
50	Capping Inlets	ea.	13	13	0.0
51	1½" Conduit	Lin. Ft.	85	90	+5.9

Statement of Overruns and Underruns
Contract 8127

Item No.	Item	Unit	Contract Quantity	Final Quantity	Percent + or -
52	2½" Conduit	Lin Ft.	50	50	0.0
53	Removal of Existing Sign Installations	Lump Sum	100%	100%	0.0
54	Painted Wood Sign Posts	Lump Sum	100%	100%	0.0
55	Sign Support Footings	Lump Sum	100%	100%	0.0
56	Breakaway Sign Posts	Lump Sum	100%	100%	0.0
57	Single Sign Supports	Lump Sum	100%	100%	0.0
58	Off-Set Supports, Single Signs	Lump Sum	100%	100%	0.0
59	Special Pipe Control Sign Posts	Lump Sum	100%	100%	0.0
60	Cantilever Sign Structure "F" 9+70	Lump Sum	100%	100%	0.0
61	Cantilever Sign Structure "W-OFF" 498+91	Lump Sum	100%	100%	0.0
62	Cantilever Sign Structure "W-ON" 21+02	Lump Sum	100%	100%	0.0
63	Cantilever Sign Structure "LN" 532+25	Lump Sum	100%	100%	0.0
64	Sign Bridge Structure "W" 15+90 & "W-ON" 498+27	Lump Sum	100%	100%	0.0
65	Sign Bridge Structure "FL" 496+52.78 & "F" 14+94	Lump Sum	100%	100%	0.0
66	Structure Mounts	Lump Sum	100%	100%	0.0
67	Move, Modify, and Reinstall Cantilever Sign Structure	Lump Sum	100%	100%	0.0

Statement of Overru[illegible] and Underruns
Contract 8127

Item No.	Item	Unit	Contract Quantity	Final Quantity	Percent + or -
68	Type "AA" Signs in Place	Sq. Ft.	1487	1486.6	0.0
69	Type "C", "F", "G", "I", and "M" Signs in Place	Sq. Ft.	800	843	+5.4
70	Type "EE" and "U" Signs in Place	Sq. Ft.	147	146.4	-0.4
71	Move and Reinstall Existing Signs	Lump Sum	100%	100%	0.0
72	Sign Illumination Equipment	Lump Sum	100%	100%	0.0
73	Thermoplastic Pavement Arrows	ea.	2	2	0.0
74	Mono-Directional Crystal Type I Markers	ea.	2080	2166	+4.1
75	White Type II Markers	ea.	7530	7472	-0.8
76	Traffic Signal Installations Complete	Lump Sum	100%	100%	0.0
PA1	Extra for Pipe Coating Additional Lime area required additional coated pipe.	Lin. Ft.	3800	4277	+12.6
PA6	Roadside Seeding and Mulching Not all the areas were ready for seeding. Specification were changed in PA17	Acre	32	21	-34.4
PA8	Reimburse Contractor for Missing Rebar	Lb.	1500	1495	-0.3
PA9	Reimburse Contractor for Cement in PCC	Ton	111.75	111.75	0.0
PA10	Bike Path A. C. Mix	Ton	241	240.91	0.0
PA10	Bike Path Cement in A. C. Mix	Ton	16	15.42	-3.6

Statement of Overr[illegible] and Underruns
Contract 9127

Item No.	Item	Unit	Contract Quantity	Final Quantity	Percent + or -
PA11	Delete Removal Sign Structure Add Wood Posts	Lump Sum	100%	100%	0.0
PA13	Penalty Non-Spec A.C. Compaction	Lump Sum	100%	100%	0.0
PA15	Penalty Non-Spec A.C. Mix Aggregate Production	Ton	180.38	180.38	0.0
PA16	Type "U" Signs	Sq. Ft.	159	159	0.0
PA17	Roadside Seeding and Mulching All areas not ready. To be completed on a subsequent project.	Acre	10	6.51	-34.9
PA20	Sub-excavation	Cu. Yd.	2969	2969	0.0

8127

45

OREGON STATE HIGHWAY DIVISION

September 7, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Cascade Construction Co.
Contracts: 8064, 8127, 8303, 8332, 8376, 8377

We received your safekeeping receipt 207676, covering TCD 264976, $200,000. Enclosed please find safekeeping receipt 207508, covering matured TCD 259350, $150,000.

We confirm allocation of TCD 264976 as follows:

Contract	Amount
8064	$30,000
8127	20,000
8303	32,500
8332	37,500
8376	10,000
8377	30,000
unallocated	40,000
Total	$200,000

Vernon E. Skoog
Controller

by

Janice H. Peterson

Enclosure

cc: Cascade Construction

bc: C.W. Head
R. Church
C. Barrett

• 8127

OREGON STATE HIGHWAY DIVISION

August 6, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

U. S. National Bank
P.O. Box 4412
Portland, Oregon 97205

Attn: Ella Anderson

Re: Cascade Construction Co.
Contracts 8064, 8127, 8303, 8332, 8377, & 8376

We received your safekeeping receipt 207508, covering TCD 259350, $150,000. This replaces TCD 251132, $120,000. Cascade's deposits in lieu of retainage are affected as follows:

Contract	Prior Deposit	Current Deposit	Net Change
8064	$30,000	$30,000	----
8127	20,000	20,000	----
8303	27,000	32,500	5,500
8332	33,000	37,500	4,500
8376	5,000	10,000	5,000
8377	5,000	20,000	15,000
TOTAL	$120,000	$150,000	$30,000

The safekeeping receipt for the matured certificate is enclosed.

Vernon E. Skoog
Controller

by: _____
Janice Peterson
Contracts Payment Executive

VES:JP/sw

cc: Cascade Construction Co.

NOTED
C. W. HEAD

bc: C. W. Head
R. Church
C. Barrett

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. [illegible]

DATE [illegible]

DISPOSITION OF PROCEEDS:
- ☒ CR. OKR.C. Acct [illegible]
- ☐ CR. SVNC. Acct [illegible]
- ☐ Remit [illegible]

DEPOSITED BY: [illegible]

For The Acct. of: Oswald Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97210

$101,000.00 | U.S. Bank Savings Certificates Nonnegotiable C/D | SR

Dated 8/5/76 Due 5/7/13

Interest at Maturity

CUSIP

[illegible]

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any option or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in [illegible].

NOT NEGOTIABLE

[illegible] 4/76 ENV. 38-335 HEAD OFFICE PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

August 5, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #207508 covering $150,000.00 U S Bank Savings Certificate Nonnegotiable C/D in n/o Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. This C/D represents $30,000.00 on Contract #8064, $20,000.00 on Contract #8127, $32,500.00 on Contract#8303, $37,500.00 on Contract #8332, $20,000.00 on Contract #8377, $10,000.00 on Contract #8376.

This C/D renews Safekeeping Receipt #207243 in amount of $120,000.00 which matured on 8/5/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc.

cc: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

August 4, 1976

United States National Bank of Oregon
P. O. Box 4412
Portland, Oregon 97208

Attention: Ella Anderson, Interceptor

Gentlemen:

Orlando will be replacing its time deposit August 5, 1975 with a new issue as follows:

Contract	Prior Deposit	Current Deposit	Gain
7004	$ 30,000	$ 30,000	$ --
8127	20,000	20,000	--
8138	17,000	17,000	--
8212	37,000	37,000	--
8227	5,000	20,000	15,000
8270	11,000	26,000	15,000
	$120,000	$150,000	$30,000

Please mail your new safekeeping receipt directly to Janice Peterson at the O.S.H.D.

Very truly yours,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
Vice President

JEM:ml

cc: O.S.H.D.
Highways Building
Salem, Oregon 97310
Attention: Janice Peterson

8127

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

July 9, 1976

U.S. National Bank
P.O. Box 4412
Portland, Oregon 97208

Re: Cascade Construction Co.
Contracts 8064, 8127, 8303, 8332, 8377 & 8376

Attention: Ella Anderson

We confirm receipt of your safekeeping receipt No. 207243, covering certificate of deposit 251132, $120,000. This replaces matured certificate 250871, $270,000. Securities deposited in lieu of retainage by Cascade Construction Co. are affected as follows:

Contract	Matured Deposit	Current Deposit	Net Change
8064	$ 30,000	$ 30,000	---
8127	193,000	20,000	($173,000)
8303	22,000	27,000	5,000
8332	25,000	33,000	8,000
8376	---	5,000	5,000
8377	---	5,000	5,000
	$270,000	$120,000	($150,000)

The safekeeping receipt for the matured certificate is enclosed.

V.E. Skoog
Controller

By Janice Peterson
Janice Peterson
Contract Payments Executive

JP/jm
Enc.

cc: Cascade Construction Co.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 207243

DATE July 6, 1976

DISPOSITION OF PROCEEDS
- XX CR. CKNG. Acc't 107-[illegible]
- ☐ CR. SVNG. Acct't
- ☐ Remit

DEPOSITED BY: Time Deposit

For The Acct. of • Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208
Assigned to Oregon State Highway Division

$120,000.00	U. S. Bank Savings Certificate Nonnegotiable C/D	5.375%

Dated 7/6/76 Due 8/5/76
Interest At Maturity
CUSIP
Cert #00 251132 @ 120M; a/c Cascade Construction Company, Inc.
"Funds to be released to contractor only upon written notice to disbur[illegible]
from Oregon State Highway Division."

[illegible]

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called [illegible] ment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the [illegible] hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the [illegible] of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed [illegible] writing by the owner.

NOT NEGOTIABLE

18-2499 4/75 ENV. 21-328 HEAD OFFICE PORTLAND

cc

UNITED STATES NATIONAL BANK OF OREGON

A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

RECEIVED
JUL 0 8 1976
CONTRACT ACCOUNTING

July 6, 1976

Oregon State Highway Division
Highways Building
S alem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #207243 covering $120,000.00 U S Bank Savings Certificate Nonnegotiable C/D in n/o Cascade Construction Company, Inc. which is assigned to the Oregon State Highway Division. This C/D represents $30,000.00 on Contract #8064, $20,000.00 on Contract #8127, $27,000.00 on Contract #8303, $33,000.00 on Contract #8332, $5,000.00 on Contract #8377, $5,000.00 on Contract #8376.

This C/D renews Safekeeping Receipt #206918 in amount of $270,000.00 w hich matured on 7/5/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc.

cc: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

#8127 6-24-76

LETTER OF APPROVAL AND/OR AUTHORIZATION

I-205-7(28)304
STATE PROJECT NO.
S.E. Foster

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-797

COUNTY NAME
Multnomah and Clackamas

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. Scott Coulter
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
1-8-75	4-1-76	Interstate Route 205 / East Portland Freeway Primary 64

GENERAL LOCATION:

I-205 S.E. Foster Road South 2.71 miles

RECEIVED
STATE HWY ENGR
JUL 1 '76
REFER TO
Orbelin
FOR
Info | Inves | R/D | D/R | Sign | File

GENERAL DESCRIPTION OF WORK:

Aerate, feed, spray and prune tree at Station 671 ±.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXX~~ ~~XXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 6-22-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 5 at a total estimated cost of $3,625 - Federal Funds $3,340.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-29-76	G L Green	Division Administrator

FORM PR-1240 (REV. 6-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8127

15

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

June 25, 1976

U.S. National Bank
P.O. Box 4412
Portland, Oregon 97208

Attention: Jean Van Scoy

RE: Cascade Construction Co.
Contract 8127

Retainage requirements on contract 8127 with Cascade Construction Co. Inc. have been reduced to $20,000. Therefore when Cascade's TCD 250871, a deposit in lieu of retainage, matures on July 5, 1976, $173,000 may be returned to the contractor or transferred to other contracts with us.

V.E. Skoog
Controller

By _____
Janice Peterson
Contract Payments Executive

VES:JP/jm

cc: Cascade Construction Co. Inc.

bc: C.W. Head
R. Church
C. Barrett

8127 6-17-76

LETTER OF APPROVAL AND/OR AUTHORIZATION

205-7(28)304
STATE PROJECT NO.
S.E. Foster Rd - S.D. Causey Ave.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

COUNTY NAME

ITEM NO. I-797

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. Scott Coulter
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

cy Bob Chiarito
Kenney

NOTED
E. S. HUNT

RECEIVED
STATE HWY ENGR
JUN 18 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
1-8-75	6-2-76	Interstate Route 205
		STATE ROUTE NUMBER: East Portland Freeway Primary #64

GENERAL LOCATION:

I-205 S.E. Foster Rd. south 2.71 miles

GENERAL DESCRIPTION OF WORK:

Remove mast arm poles and island at intersection of SE Woodstock Blvd and "W" off-ramp and revise traffic control equipment location.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~AN APPROVED PROJECT~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of June 2, 1976 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 4 at a total estimated cost of $5,000 - Federal Funds $4,600.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-17-76	G. K. Hansen	Division Administrator

FORM PR-1240 (Rev. 6-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8127

APPLYING TO CONTRACT PROJECTS

Order No. 4

Section S.E. Foster Rd.-S.E. Causey Ave. Date May 24, 19 76

Highway East Portland Freeway F.A.P. No. I-205-7(28)304

County Multnomah/Clackamas Prefix 626-1032 Account No. 276-04

Description of Work To Be Done:

Remove mast arm poles and island at intersection of S.E. Woodstock Blvd and 'W' Off Ramp. Also revise the Traffic Control Equipment location.

Location by Station Numbers:

'W' Off and S.E. Woodstock Blvd.

FHWA-OTE DIV APPROVED EFFEC. 6-2-76

Estimate of Quantities and Costs:

Attached is breakdown sheet of estimated cost for work

in the amount of $ 5,000.00

Explanation:

This work requested by the Traffic Department .

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 4,315,118.63	
Present estimate of project cost, including $ 5,000.00 for work under this order	$ 4,215,223.58	
Expected under-run (amount)	$ 99,895.05	
Expected under-run (per cent)	2.3%	

Submitted by: J. E. Holland
William Burpee
Resident Engineer

Approval Recommended: Marvin Gift
for Regional Engineer

Approval Recommended: .....
For: Construction Engineer or Bridge Engineer

Approved: .....
Construction Engineer

8127

15

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

June 4, 1976

U.S. National Bank of Oregon
P.O. Box 4412
Portland, Oregon 97208

Attention: Ella Anderson

Re: Cascade Const. Co.
Contracts: 8064, 8127, 8136, 8303 & 8332

We confirm receipt of your safekeeping receipt 206918, covering certificate 250871, $270,000. This replaces matured certificate 249788, $270,000.

We confirm approval of changes in allocation of this certificate as follows:

Contract	Matured Deposit	Current Deposit	Net Change
8064	$ 30,000	$ 30,000	-
8127	193,000	193,000	-
8136	20,000	-	($20,000)
8303	10,000	22,000	12,000
8332	17,000	25,000	8,000
	$ 270,000	$ 270,000	-

Vernon E. Skoog
Controller

By _____
Janice Peterson
Contract Payments Executive

JP/jm

cc: Cascade Construction Co.

bc: C.W. Head ✓ R. Church
C. Barrett

8127

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 5, 1976

U.S. National Bank
P.O. Box 4412
Portland, Oregon 97208

Attention: Ella Anderson

Re: Cascade Const. Co.
Contracts: 8064, 8127, 8136, 8180, 8303 & 8332

We received your safekeeping receipt No. 206683, covering CD #00249788, $270,000. This replaces matured certificate 4-213388, $270,000 which has matured.

This transaction affects securities in lieu of retainage as follows:

Contract	Current Deposit	Matured Deposit	Net Change
8064	$30,000	$40,000	($10,000)
8127	193,000	193,000	----
8136	20,000	20,000	----
8180	----	15,000	(15,000)
8303	10,000	----	10,000
unallocated	----	2,000	(2,000)
8332	17,000	----	17,000
Total	$270,000	$270,000	------

A copy of the safekeeping receipt for the matured certificate is enclosed.

V.E. Skoog
Controller

By _____
Janice Peterson
Contract Payments Executive

JP/jm

cc: Cascade Const. Co.
bc: C.W. Head J. Bond R. Church C. Barrett

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 206683

DATE April 30, 1976

For The Acct. of
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

DISPOSITION OF PROCEEDS
- ☒ CR. CKNG. Acc't 107-029
- ☐ CR. SVNG. Acct't
- ☐ Remit

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposits

$270,000.00	U.S. Bank Savings Certificate Nonnegotiable C/D Dated 4/30/76 Due 6/1/76 Interest at Maturity Ctf. # 00249788 @ 270M; n/o Cascade Construction Co.,Inc. "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."	5%

CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2499 4/75 ENV. 31-328 HEAD OFFICE PORTLAND

CC

April 28, 1976

RECEIVED
APR 30 1976
CONTRACT ACCOUNTING

United States National Bank of Oregon
P. O. Box 4412
Portland, Oregon 97205

Attention: Ella Anderson, Safekeeping

Gentlemen:

Cascade will be replacing its Time CD which matures April 30, 1976 with a new purchase in the same amount. The contracts involved are as follows:

Contract	Prior Deposit	Current Deposit	Change
8064	$ 40,000	$ 30,000	$(10,000)
8127	193,000	193,000	-
8136	20,000	20,000	-
8180	15,000	-	(15,000)
8303	-	10,000	10,000
8332	-	17,000	17,000
Unallocated	2,000	-	(2,000)
	270,000	270,000	-

Please mail your new safekeeping receipt directly to Janice Peterson at the O.S.H.D.

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
Vice President

JEM:mk

cc: O.S.H.D.
Highways Building
Salem, Oregon 97310
Attn: Janice Peterson

UNITED STATES NATIONAL BANK OF OREGON

A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

April 30, 1976

Oregon State Highway Division
H ighways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #206683 covering $270,000.00 U. S. Bank Savings Certificate Nonnegotiable C/D in n/o Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. This C/D represents $30,000.00 on Contract #8064, $193,000.00 on Contract #8127, $20,000.00 on Contract #8136, $10,000.00 on Contract #8303, $17,000 on Contract #8332.

This C/D renews Safekeeping Receipt #206416 in amount of $270,000.00 which matured on 4/30/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc

cc: Cascade Construction Company, Inc.

RECEIVED
MAY 04 1976
CONTRACT ACCOUNTING

RECEIVED
MAY - 3 1976
HIGHWAY ACCOUNTING

8127

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 5, 1976

U.S. National Bank
P.O. Box 4412
Portland, Oregon 97205

Attention: Ella Anderson

Re: Cascade Construction Co.
Contracts 8064, 8127, 8136 and 8180

We received your safekeeping receipt No: 206416, covering TCD #4 213338, $270,000. This replaces TCD Nos. 4 213726, $250,000 and 4 210622, $50,000, which matured March 31, 1976. The above transactions affect deposits in lieu of retainage on our contracts with Cascade Construction as follows:

Contract	Prior Deposit	Current Deposit	Net Decrease
8064	$ 68,000	$ 40,000	($28,000)
8127	193,000	193,000	---
8136	20,000	20,000	---
8180	15,000	15,000	---
Unallocated	4,000	2,000	(2,000)
TOTAL	$300,000	$270,000	($30,000)

Copies of the safekeeping receipts for the matured certificates are enclosed.

V.E. Skoog
Controller

BY _____
Janice Peterson
Contract Payments Executive

NOTED
C. W. HEAD

cc: Cascade Construction Co.

JP7jm
Enc.

bc: C.W. Head ✓ R. Church
J. Bond C. Barrett

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 206416

DATE 3/31/76

DISPOSITION OF PROCEEDS
- [X] CR. CKNG. Acc't 107-029
- [ ] CR. SVNG. Acct't
- [ ] Remit

DEPOSITED BY: Time Deposit

For The Acct. of • Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208
Assigned to Oregon State Highway Division

$ 270,000.00	USNB of Oregon Nonnegotiable Time C/D 5%
	Dated 3/31/76 Due 4/30/76
	Interest At Maturity
	CUSIP
	Cert # 4 213388 @ 270M; N/O Cascade Construction Co., Inc. "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

C W Johnson

NOT NEGOTIABLE

19-8490 4/75 ENV. 51-329 HEAD OFFICE PORTLAND

Cascade Construction Company, Inc.

General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

March 30, 1976

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
APR 01 1976
CONTRACT ACCOUNTING

Attention: Janice Peterson

Gentlemen:

This is to confirm our telephone conversation regarding the renewal of time CD's currently pledged to your department. As of March 31, 1976, I have instructed the U.S. National Bank to purchase for Cascade's account a Time CD in the amount of $270,000.00 to mature April 30, 1976 which is to be held in safekeeping for your account. The allocation of the $270,000.00 is as follows:

Contract	Amount
8127	$193,000
8064	40,000
8136	20,000
8180	15,000
Unallocated	2,000
Total	270,000

RECEIVED
APR 02 1976
CONTRACT ACCOUNTING

I am hopeful that the retainage on all of the contracts can be substantially reduced by the April 30th maturity date.

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
Vice President

JEM:mk

cc: U.S. National Bank of Oregon
P. O. Box 4412
Portland, Oregon 97208
Attn: Ella Anderson

RECEIVED
APR 1 1976
HIGHWAY ACCOUNTING

Equal Opportunity Employer

File Copy

8127

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S.W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

March 31, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #206416 covering $270,000.00 USNB of Oregon Nonnegotiable Time Certificate of Deposit in n/o Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. This C/D represents $193,000.00 on Contract #8127, $40,000.00 on Contract #8064, $20,000.00 on Contract #8136, $15,000.00 on Contract #8180, $2,000.00 is unallocated.

This C/D partially renews Safekeeping Receipt #205631 in amount of $250,000.00 and Safekeeping Receipt #206145 in amount of $50,000.00 which matured on 3/31/76.

Very truly yours,

Joan VanScoy
Safekeeping Department

JVS:ea
Enc

cc: Cascade Construction Company, Inc.

RECEIVED
APR 01 1976
CONTRACT ACCOUNTING

8127

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 3, 1976

U. S. National Bank of Oregon
PO Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Cascade Construction Co.
Contracts: 8064, 8084, 8127,
8136, 8180, 8201

We received your safekeeping receipt # 206145, covering TCD 4 213726, $50,000. This replaces TCD 4 213552, $100,000 which has matured, $50,000 TCD above, combined with TCD 4 21376, $250,000 which remains assigned to the Highway Division, is allocated as follows on contracts with Cascade Construction Co:

Contract	Amount
8127	$193,000
8064	68,000
8136	20,000
8180	15,000
Unallocated	4,000
Total	$300,000

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl
cc: Cascade Construction Co.

B. C. J. Bond
R. Church
C. H. Head
C. Barrett
File Copy

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

March 1, 1976

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen:

A time CD in the amount of $100,000 matured this date. Based upon our conversation, I have instructed the USNB Safekeeping Department to issue a new receipt as follows:

Contract	Amount
8127	$193,000
8064	68,000
8136	20,000
8180	15,000
Unallocated	4,000
Total	$300,000

The amount pledged is supported as follows:

(1)	Receipt No. 205631 dated 12-30-75	$250,000
(2)	Receipt to be issued 3-1-76	50,000
	Total required	$300,000

I appreciate your help in reducing the pledge required as cash becomes very dear in the spring.

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
Vice President

JEM:mk

cc: USNB of Oregon
P. O. Box 4412
Portland, Oregon 97208
Attn: E. F. Koch Safekeeping Officer

RECEIVED

CONTROL COPY

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 2Q6145

DATE March 1, 1976

DISPOSITION OF PROCEEDS
- [X] CR. CKNG. Acc't 107-029
- [ ] CR. SVNG. Acct't
- [ ] Remit

DEPOSITED BY: Time Deposits

For The Acct. of Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

$50,000.00	USNB of Oregon Nonnegotiable Time C/D	5%
	Dated 3/1/76 Due 3/31/76	
	Interest at Maturity	CUSIP
	Ctf. No. 4 213726 @ 50M; n/o Cascade Construction Co., Inc. "Funds to be released to contractor only upon written notice to disburse ~~from Oregon State Highway Division.~~"	

RECEIVED

19-2490 4/75 ENV.

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S.W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

March 2, 1976

Oregon State Highway Division
Highways Building
S alem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #206145 covering $50,000.00 USNB of Oregon Nonnegotiable Time Certificate of Deposit in n/o Cascade Construction Company, Inc. which is assigned to the Oregon State Highway Division. This C/D represents portions on Contract #8127, Contract #8064, Contract #8136 and Contract #8180.

This C/D partially renews Safekeeping Receipt #205907 in the amount of $100,000.00 which matured on 3/1/76.

Very truly yours,

Jean Van Scoy

Jean Van Scoy
Safekeeping Department

J V S:ea
Enc
cc: Cascade Construction Company, Inc.

RECEIVED

8127

OREGON STATE HIGHWAY DIVISION

February 4, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

U.S. National Bank of Oregon
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy

Re: Cascade Construction Co.
Contracts 8064, 8084, 8127, 8136, 8180

We received your safekeeping receipt No. 205907, covering TCD #4 213552, $100,000. This replaces TCD 4 210621, $100,000, which has matured.

There is no change in the amount deposited in lieu of retainage for Cascade Construction Company contracts.

Safekeeping receipt No. 205630 for the matured certificate is enclosed.

Vernon E. Skoog, Controller

by: _____
Janice Peterson
Contract Payments Executive

JP:njc

cc: Cascade Construction

bc: C. W. Head
J. Bond
R. Church
C. Barrett

Form 81-734-3122

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S.W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

January 30, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #205907 covering $100,000.00 USNB of Oregon Nonnegotiable Time Certificate of Deposit in n/o Cascade Construction Company, Inc. which is assigned to the Oregon State Highway Division.

This C/D renews Safekeeping Receipt #205630 in the amount of $100,000.00 which matured 1/30/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea

Enc.

cc: Cascade Construction Company

CUSTOMER COPY

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 205907

DATE 1/30/76

For The Acct. of • Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

RECEIVED
FEB 03 1976
CONTRACT ACCOUNTING

DISPOSITION OF PROCEEDS
- [X] CR. CKNG. Acc't 107-029
- [ ] CR. SVNG. Acct't
- [ ] Remit

DEPOSITED BY: Time Deposit

$100,000.00	USNB of Oregon Nonnegotiable Time C/D 4.625% Dated 1/30/76 Due 3/1/76 Interest At Maturity Cert # 4 213552 @ 100M; H/O Cascade Construction Co., Inc. "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

-2499 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

Office of
Assistant State Highway Engineer

CUSTOMER COPY

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 205907

DATE 1/30/76

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acct't
☐ Remit

DEPOSITED BY: Time Deposit

RECEIVED
FEB 03 1976
CONTRACT ACCOUNTING

For The Acct. of • Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

$100,000.00	USNB of Oregon Nonnegotiable Time C/D 4.625% Dated 1/30/76 Due 3/1/76 Interest At Maturity Cert # 4 213552 @ 100M; H/O Cascade Construction Co., Inc. (CUSIP) "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

W. Jefferson

NOT NEGOTIABLE

18-2499 4/75 ENV. 21-329 HEAD OFFICE PORTLAND

Flo 7

FORM E-20 (REV. 10-69)

Routing
T. K
2
RECEIVED Richards W
Glenn
Berg
JAN 28 1976
CONSTRUCTION SECTION

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 27, 1976

SUBJECT: S.E. Foster Rd.-S.E. Causey Ave.
East Portland Freeway
Contract No. 8127

To: Carroll T. Keasey
Construction Engineer

NOTED
H. S. COULTER

This is to notify you of the opening of the Section of I-205 from Sunnyside Road to S.E. Foster Rd. This section was opened January 26, 1976.

The project scheduled completion date was Nov. 3, 1975 but due to cantilever sign supports and sign bridge fabrication problems, the opening was delayed.

The sign bridges are still not completed but the cantilever signs are up and functioning. To keep the delay of opening from becoming longer than it has been, six temporary signs were installed for the interim until the sign bridges are up and functioning. Two temporary stop signs were installed at the intersection of W-off and Foster Rd., two temporary stop signs installed at the intersection of "W-on" and Woodstock Blvd. The other two temporary signs are destination signs installed at the S.E. quadrant of Woodstock Blvd. and "W-on" Ramp.

The sign bridge structures with permanent signs and signals will be placed as soon as the fabricator gets them completed.

The City Traffic Engineer and Metro Traffic Engineer were consulted prior to opening this section of the I-205 with the combination of temporary and permanent signing.

William Bergstedt
William Bergstedt
Ass't. Res. Engineer
J.E. Holland
Resident Engineer

WB/cg

cc: Marion Craft
file

V. Boyd

Send copy to Coulter / Moehring / L.E. George

CK

RECEIVED
JAN 29 1976
Office of
Assistant State Highway Engineer

#8127

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File

January 5, 1976

U. S. National Bank of Oregon
Main Branch
PO Box 4412
Portland, OR 92708

Attention: E. F. Koch

Re: Cascade Construction

We have received your safekeeping receipts 205630, covering TCD 4 210621, $100,000 and safekeeping receipt 205631, covering TCD 4 210622, $250,000, to be used in lieu of retainage on our contracts with Cascade Construction Co., Inc. These receipts replaced #204859, TCD 4 199166, $250,000, and #205356, TCD 4 207362,$140,000. Copies of the safekeeping receipts for the matured certificates are enclosed.

Please note that contract 8201 requires $15,209.47 in pledged deposits to cover the current retainage, reducing the unallocated portion of the certificates to $15,790.53.

The amounts of the current certificates pledged, the matured certificates, and the increase (decrease) deposited in lieu of retainage on each contract are as follows:

Contract	Current Amount	Matured Amount	Increase (Decrease)
8127	$188,000.00	$193,000.00	($ 5,000.00)
8064	68,000.00	66,666.67	1,333.33
8084	5,000.00	58,333.33	(53,333.33)
8136	43,000.00	41,000.00	2,000.00
8180	15,000.00	15,000.00	--
8201	15,209.47	16,000.00	(790.53)
unallocated	15,790.53	--	15,790.53

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payment Executive

Enclosure
cc: Cascade Constr. Co.

CUSTOMER COPY

8

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 205630

DATE December 30, 1975

For The Acct. of: Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97203

DISPOSITION OF PROCEEDS
- [x] CR. CKNG. Acc't 127-029
- [ ] CR. SVNG. Acc't
- [ ] Remit

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$100,000.00	USNB of Oregon Nonnegotiable Time C/D	5.25%
	Dated 12/30/75 Due 1/30/76	
	Interest at Maturity	
	Ctf. No. 4 210621 @ 100M; n/o Cascade Construction Co., Inc. (CUSIP)	
	"Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."	

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2499 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

CUSTOMER COPY

8

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 205631

DATE December 30, 1975

For The Acct. of • Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97203

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-020
☐ CR. SVNG. Acct't
☐ Remit

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$250,000.00	USNB of Oregon Nonnegotiable Time C/D Dated 12/30/75 Due 3/31/76 Interest at Maturity Ctf. No. 4 210622 @ 250M; a/c Cascade Construction Co., Inc. "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."	5.625%

CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2489 4/75 CNV. 31-370 HEAD OFFICE PORTLAND

8127

OREGON STATE HIGHWAY DIVISION

December 1, 1975

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

U. S. National Bank of Oregon
PO Box 4412
Portland, OR 97208

Attention: E. F. Koch

We received your safekeeping receipt 205356 covering certificate of deposit #4 207362, $140,000 to be used as a deposit in lieu of retainage on contracts 8127 and 8136 with Cascade Construction Company. Enclosed is safekeeping receipt 204591 for matured certificate #4 199005, $140,000. There is no change in the amounts deposited in lieu of retainage on these contracts.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Cascade Construction Co.

bc: C. W. Head.
J. Bond
R. Church
C. Barrett
File Copy

CUSTOMER COPY

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

44

RECEIPT NO. 205356

DATE 11/26/75

3

For The Acct. of • Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208
Assigned to Oregon State Highway Division

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acct't 107-029
☐ CR. SVNG. Acct't
☐ Remit

DEPOSITED BY: Time Deposit

$140,000.00	USNB of Oregon Nonnegotiable Time C/D 5% Dated 11/26/75 Due 12/30/75 Interest At Maturity CUSIP Cert # 4 207362 @ 140M; N/O Cascade Construction Company, Inc.

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

No LTP

D. Johnson

NOT NEGOTIABLE

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P. O. Box 4412, PORTLAND, OREGON 97208

November 26, 1975

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #205356 covering $140,000.00 USNB of Oregon Nonnegotiable Time Certificate of Deposit which is assigned to the Oregon State Highway Division. This C/D represents $109,000 on Contract #8127 and $31,000.00 on Contract ~~#8127~~. 8136 JL

This C/D renews Safekeeping Rec #204591 in amount of $140,000.00 which matured 11/26/75.

Very truly yours,

E. F. Koch

E. F. Koch
Safekeeping Officer

EFK:ea

Enc.

cc: Cascade Construction Co., Inc

No entry necessary
documentation only

Bob
6-36-1617 Lake

#8127

October 9, 1975

Blackberry vines on property of Harold Juedes.
I-205 right of way, Foster-Causey Section.

SEE: MAI 13-2

8127

BC: [illegible] Head
J. Bond
C. Barrett
R. Church

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

October 2, 1975

U. S. National Bank of Oregon
PO Box 4412
Portland, OR 97208

Attention: E. F. Koch

We acknowledge receipt of your Safekeeping Receipt # 204859, TCD 4 199166, $250,000, to be used as a deposit in lieu of retainage on contracts with Cascade Construction Co., Inc. replacing matured CD's # 4 190442 (Safekeeping Receipt 204091, $125,000), #4 190452 (Safekeeping Receipt 204095, $30,000), and #4 190470 (Safekeeping Receipt 204110, $56,000). We are enclosing copies of the Safekeeping Receipts for the matured securities.

The current amounts being deposited in lieu of retainage, matured securities, and net increase on deposit on our contracts with Cascade Construction are as follows:

Contract	Current Deposit	Matured Securities	Net Increase
8064	$66,666.67	$66,666.67	---
8084	58,333.33	58,333.33	---
8127	84,000.00	45,000.00	$39,000.00
8136	10,000.00	10,000.00	---
8180	15,000.00	15,000.00	---
8201	16,000.00	16,000.00	---
Total	$250,000.00	$211,000.00	$39,000.00

Vernon E. Skoog
Controller

By [signature]

Janice Peterson
Contract Payments Executive

JP:pl

cc: Cascade Const. Co.

Form 81-734-3122

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S.W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

September 29, 1975

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Dick Hacek

Gentlemen;

Enclosed find a photo copy of our Safekeeping Receipt #204859 on which is indicated the assignment to the Oregon State Highway Division.

The $250,000.00 C/D represents:

Contract #8127	$ 84,000.00
Contract #8064	66,666.67
Contract #8084	58,333.33
Contract #8136	10,000.00
Contract #8180	15,000.00
Contract #8201	16,000.00
	$250,000.00

If it is permissable for you to release the C/D's by phone when you are in receipt of new C/D please call us 225-5628.

Very truly yours,

E. F. Koch

E. F. Koch
Safekeeping Officer

EFK:ea
Enc

cc: Cascade Construction Company

RECEIVED
SEP 30 1975
MONEY ACCOUNTING

CUSTOMER COPY

(24)

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 204859

DATE 9/29/75

DISPOSITION OF PROCEEDS
- [X] CR. CKNG. Acc't 107-029
- [ ] CR. SVNG. Acct't
- [ ] Remit

DEPOSITED BY: Time Deposit Dept

For The Account of: Cascade Construction Co., Inc.
P. O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

$250,000.00	USNB of Oregon Nonnegotiable Time C/D	6.75%
	Dated 9/29/75 Due 12/30/75	CUSIP
	Interest at maturity	
	Cert #4 199166 @ 250M; a/c Cascade Construction Company, Inc.	

Ella Anderson

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

8127

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 3, 1975

United State National Bank
PO Box 4412
Portland, OR 97208

Re: Cascade Construction Co.
Contracts 8127 and 8136

We have received your Safekeeping Receipt 204591, covering Certificate of Deposit 199005 in the amount of $140,000, to be used in lieu of retainage on our contracts 8127 and 8136 with Cascade Construction Co. Inc. as follows:

Contract 8127	$109,000
Contract 8136	31,000

These funds should not be released to the contractor except upon written notice from the Highway Division.

Vernon E. Skoog
Controller

By

R. J. Hacek
Accounting Systems Officer

JP:pl

cc: Cascade Const Co.

Form 81-734-3122

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S.W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

August 29, 1975

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Dick Hacek

Gentlemen;

Enclosed find a photo copy of our Safekeeping Receipt #204591 in amount of $140,000.00 on which is indicated the assignment to the Oregon State Highway Division.

The $109,000.00 C/D represents contract #8127 for Cascade Construction Company. The $31,000.00 C/D represents contract #8136 for Cascade Construction Company.

Very truly yours,

E. F. Koch
Safekeeping Officer

EFK:ea
Encs

cc: Cascade Construction Co., Inc.

RECEIVED
SEP 3 1975
Contract Acctg.

SEP 2
HIGHWAY ACCOUNTING

CUSTOMER COPY

UNITED ST TES NATIONAL
BANK OF L.REGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 204591

DATE August 28, 1975

For The Account of • Cascade Construction Co., Inc.
P.O. Box 4267
Portland, Oregon 97208

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-039
☐ CR. SVNG. Acct't
☐ Remit

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposits

$140,000.00	USNB of Oregon Negotiable Time C/D	6.75%
	Dated 8/28/75 Due 11/26/75	
	Interest at Maturity	CUSIP
	Ctf. # 4 199005 @ $140,000.00; a/c Cascade Construction Company, Inc.	

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

98-2698 4/74 SRV. 31-339 HEAD OFFICE PORTLAND

8127

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. ELABOE
Administrator and
State Highway Engineer

September 3, 1975

State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Emily Rohde

Re: Cascade Construction Co.
Contract 8127

Please return USNB Safekeeping Receipt 203902, $32,500.00, to the bank (Oregon State Treasurer Safekeeping Receipt 1578). The deposit in lieu of retainage on contract 8127 is no longer needed to fulfill retainage requirements.

Vernon E. Skoog
Controller

By

R. J. Hacek
Accounting Systems Officer

JP:pl

cc: Cascade Const. Co.

bc: C. W. Head R. Church
J. Bond c. Barrett

...ED
W HEAD

Form 81-734-8122

8127

OREGON STATE HIGHWAY DIVISION

July 9, 1975

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

P. B. KLABOE
Administrator of Highways

United States National Bank of Oregon
321 SW Sixth Avenue
Portland, OR 97208

Attention: E. F. Koch

Subject: Cascade Construction Co.
Contracts: 8127, 8180, 8201

We acknowledge receipt of your Safekeeping Receipt No. 204110, covering certificates of deposits assigned to the Highway Division in lieu of retainage. The $56,000 amount will be applied to contracts with Cascade Construction as follows:

Contract	Certificate #	Amount
8127	4 190468	$ 25,000
8180	4 190469	15,000
8201	4 190470	16,000

These certificates should not be released to the contractor except upon written notification from the Highway Division.

Vernon E. Skoog, Controller

by

R. J. Hacek
Accounting Systems Officer

JP:njc

NOTED
C. W. HEAD

cc: Cascade Construction Co.

bc: C. W. Head
John Bond
Robert Church
Charles Barrett

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S.W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

July 3, 1975

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Dick Hacek

Gentlemen;

Enclosed find a photo copy of our Safekeeping Receipt #204110 in amount of $56,000.00 on which is indicated the assignment to the Oregon State Highway Division.

The $25,000.00 C/D represents contract #8127 for Cascade Construction Company. The $15,000.00 C/D represents contract #8180 for Cascade Construction Company. The $16,000.00 C/D represents contract #8201 for Cascade Construction Company.

Very truly yours,

E. F. Koch

E. F. Koch
Safekeeping Officer

EFK:ea
Encs

cc: Cascade Construction Company

ltr 7/8

CUSTOMER COPY No. 2

US BANK

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

COPY

RECEIPT NO. 204110

DATE 7/2/75

For The Account of • Cascade Construction Co. Inc.
P.O. Box 4267
Portland, Oregon 97208
Assigned To Oregon State Highway Division

DISPOSITION OF PROCEEDS
- XX ☑ CR. CKNG. Acc't 107-029
- ☐ CR. SVNG. Acct't
- ☐ Remit

DEPOSITED BY: Dom Exch.

$56,000.00

USNB of Oregon Nonnegotiable Time C/D 5.50%
Dated 7/2/75 Due 9/30/75
Interest Payable At Maturity
CUSIP
Cert # 4 190470 @ 16M; 4 190468 @ 25M, 4190469 @ 15M
N/O Cascade Construction Company, Inc.

R. Fabyan

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-3499 4/74 ENV. 81-330 HEAD OFFICE PORTLAND

8127

R

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: July 3, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Cascade Construction Co.
Contract 8127

TCD No. 4 190451, in the amount of $20,000.00, has been deposited in lieu of retainage on contract 8127. (USNB Safekeeping Receipt 204095).

This replaces TCD No. 188159, which has matured. (USNB Safekeeping Receipt 203644). The amount on deposit remains the same.

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

81-125-1367

CUSTOMER COPY

#2

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

COPY

RECEIPT NO. 204095

DATE 7/1/75

DISPOSITION OF PROCEEDS
- [x] CR. CKNG. Acc't 107-029
- [ ] CR. SVNG. Acct't
- [ ] Remit

DEPOSITED BY: Dom Exch.

For The Account of • Cascade Construction Co. Inc.
P.O. Box 4267
Portland, Oregon 97208
Assigned to Oregon State Highway Division

$30,000.00	USNB of Oregon Nonnegotiable Time C/D 5.50% Dated 7/1/75 Due 9/29/75 Interest At Maturity CUSIP Cert # 4 190452 @ 10M, 4 190451 @ 20M; H/C Cascade Construction Co., Inc.

D. Johnson

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S.W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

July 1, 1975

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Dick Hacek

Gentlemen:

Enclosed find a photo copy of our Safekeeping Receipt #204091 and #204095 on which is indicated the assignment to the Oregon State Highway Division.

The $125,000.00 C/D represents contract #8064 and #8084 for Cascade Construction Company. The $30,000.00 C/D represents contract #8127 and #8136 for Cascade Construction Company.

Very truly yours,

E. F. Koch
Safekeeping Officer

EFK:ea
Encs

cc: Cascade Construction Company

8127

6-23-75

R

...TRANSPORTATION
FE... AL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter) Wash DC (HHO-32)

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Multnomah & Clackamas	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
6-13-75	C. T. Christianson, Area Engineer		I-205-7(28)304

IN COMPANY WITH Bob Bothman, Metro Engineer, OSHD; Marion Craft, Metro Constr Engr, OSHD; Bill Bergstedt, Asst Res Engr, OSHD; Bruce Wasill, Engr Trainee, FHWA.

LOCATION

S. E. Foster Road-S. E. Causey Avenue, East Portland Freeway, southeast Portland.

CONTRACTOR NAME AND ADDRESS

Cascade Construction Company, Inc., Ft. SW Abernethy St., Portland, Oregon

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
3-6-75	$3,803,161.00	225 CWD	3-24-75	3-26-75
QUALITY OF WORK	**PROGRESS OF WORK**	**TIME ELAPSED**	**WORK COMPLETED**	
Satisfactory	Satisfactory	35%	30%	COPY SENT

REMARKS

RECEIVED
JUN 18 1975
Office of
Assistant State Highway Engineer

JUN 17 1975
Washington

S. E. FOSTER ROAD-S. E. CAUSEY AVENUE
EAST PORTLAND FREEWAY
Paving, Signing, and Traffic Signals

This project is an extension of I-205 from Causey Avenue North to Foster Road. The contract provides for construction of aggregate base, cement-treated base, asphalt concrete pavement and continuously reinforced portland cement concrete pavement. It also provides for the construction of highway signs and support structures.

At the time of this inspection work was nearing completion on the placement of the cement-treated base. Along the 2.71-mile section there existed a few areas where ravelling had occurred but it was not serious. As yet no steel has been placed but it is expected that within the next two to three weeks that placement of the steel and portland cement concrete will begin.

An inspection was made of the project records including project diary, project engineer's diary, quality control data and both the daily and weekly field reports. The inspection revealed no specific problems and showed good supervision and management and the project is expected to be completed on time.

NOTED
H.S.COULTER

Form FHWA 1446 (12-73) Formerly PR-33 A Previous Editions of PR-33A will Not Be Used.

8127

R

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: June 13, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Cascade Construction Co.
Contract 8127

TCD No. 4-190336, in the amount of $32,500.00, has been deposited in lieu of retainage on contract 8127. (Safekeeping Receipt 1578).

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

pl

RECEIVED
JUN 13 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

June 10, 1975

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Attention Jon E. Morris

Gentlemen:

Enclosed please find State Treasurer's Safekeeping Receipt No. 1578, dated June 10, 1975, in the amount of $32,500.00, covering U.S. National Bank of Oregon Receipt for TCD #4 190336.

We have credited State Highway contract No. 8127.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde

Emily Rohde

Enclosure

cc: State Highway Division, Attn: Dick Hacek

COPY

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

June 10, 1975

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Attention Jon E. Morris

Gentlemen:

Enclosed please find State Treasurer's Safekeeping Receipt No. 1578, dated June 10, 1975, in the amount of $32,500.00, covering U.S. National Bank of Oregon Receipt for TCD #4 190336.

We have credited State Highway contract No. 8127.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde

Emily Rohde

Enclosure

cc: State Highway Division, Attn: Dick Hacek

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1578

Received for Account of: Cascade Construction Company, Inc.
P. O. Box 4267
Address: Portland, Oregon 97208

Date: June 10, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
U.S. National Bank of Oregon, Portland Safekeeping Receipt covering TCD # 4 190336 dated 6/9/75 due 9/8/75 5.5%	#203902	1	32,500				$ 32,500.00
							$ 32,500.00

Purpose of Deposit: In lieu of retainage on STATE HIGHWAY Contract No. 8127

Authority: ORS 279.575

Countersigned by

Emily Rohde
Deputy Cashier

SPECIAL INSTRUCTIONS

Janet Reddeen
State Treasurer

8127 CON R

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. W. Head ✓ R. Church
J. Bond C. Barrett

DATE: May 14, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Cascade Construction Co. Inc.
Contract 8127

TCD No. 203644, in the amount of $20,000.00, has been deposited in lieu of retainage on contract 8127. (Safekeeping Receipt 1563).

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

81-125-1307

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

May 13, 1975

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Attention Jon E. Morris

Gentlemen:

Enclosed please find Oregon State Treasury Department Safekeeping Receipts No. 1563, dated May 13, 1975, in the amount of $20,000.00 crediting State Highway contract No. 8127 and Receipt No. 1564, dated May 13, 1975, in the amount of $10,000.00 crediting State Highway contract No. 8136.

The above covers U.S. National Bank of Oregon, Portland, Safekeeping Receipt No. 203644 for TCD #4 188159, dated 5/8/75, due 7/1/75.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division, Attn: Dick Hacek

RECEIVED
MAY 13 1975

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1563

Received for Account of Cascade Construction Company, Inc.
P. O. Box 4267
Address Portland, Oregon 97208

Date May 13, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
U.S. National Bank of Oregon, Portland Safekeeping Receipt covering TCD # 4 188159 dated 5/8/75 due 7/1/75 5%	# 203644	part	30,000				$ 20,000.00
							$ 20,000.00

Purpose of Deposit In lieu of retainage on STATE HIGHWAY Contract No. 8127

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

SPECIAL INSTRUCTIONS

Frank Addleman
State Treasurer

I-205

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 7, 1975

SUBJECT: S.E. Foster Rd.-S.E. Causey Ave.
East Portland Freeway
Contract No. 8127

To: J. H. Versteeg
Road Design Section
Salem, Oregon

Sign No. 7 Station WC 11+07 will not fit within the space allowed for it.

We request that the Sign be shortened six inches (6") or more, to conform with the City Code.

J.E. Holland
Resident Engineer

JEH/cg

cc: R.N. Bothman (attachment)
file (attachment)

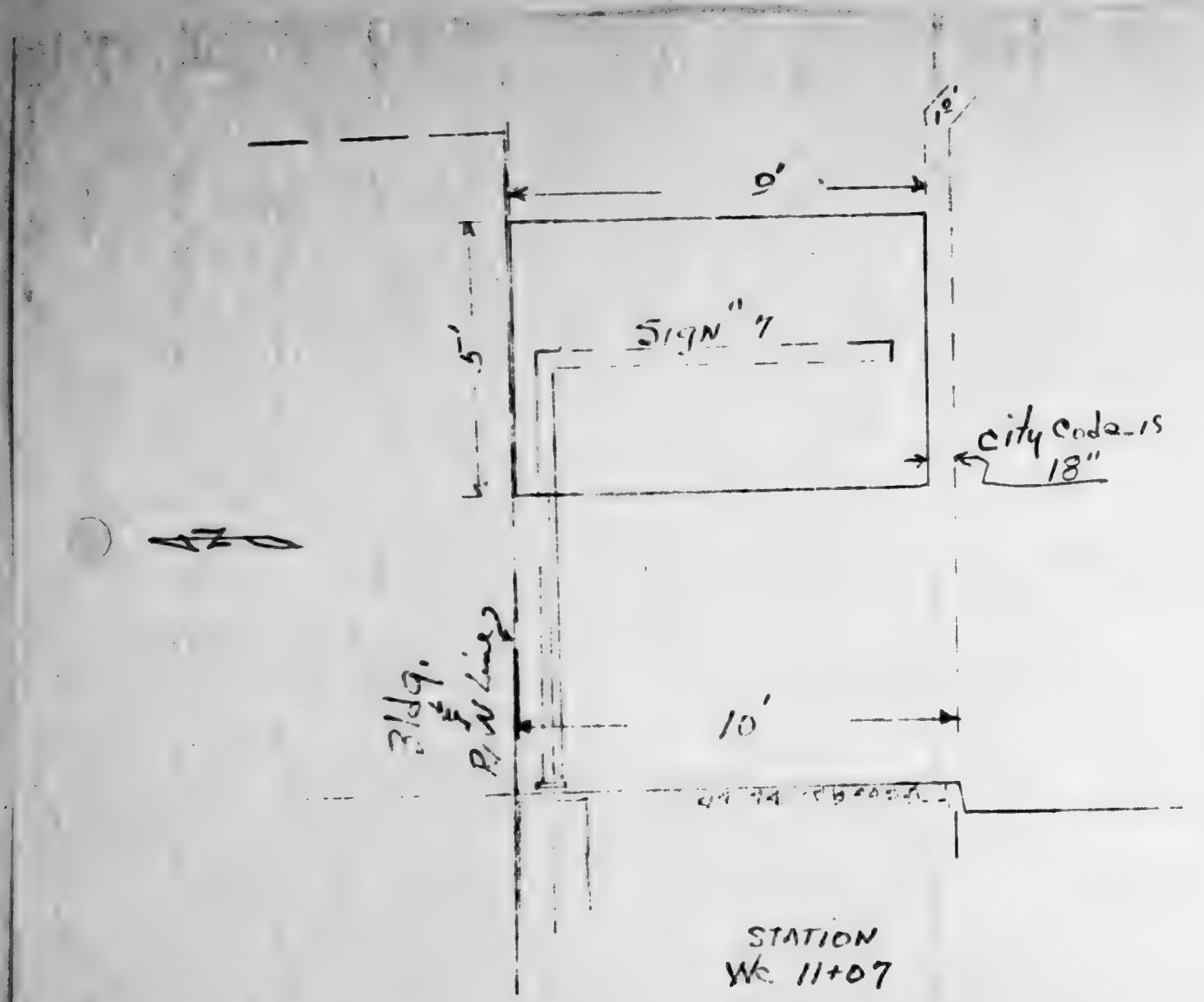
REFERRED TO

Beard Reed
Cole Sample 2005
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
A. Olson
2 Terpin I
Scott
Swenson
R. Olson
Trout

RECEIVED
APR 9 - 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other



STATION
Wk. 11+07

SE FOSTER RD - SE CLINTON AVE SEC
EAST PORTLAND FREEWAY HIGHWAY

Contract No 8127

8121

STATE COPY

R

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-81	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3-21-75	STATE Oregon COUNTY Multnomah & Clackamas PROJECT NO. I-205-7(28)304

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205 S.E. Foster Rd., S. 2.71 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-8-75	2.71
OTHER *(Specify)*		

FUNDS Pro Rata 92.28%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,216,477	$ 3,890,964

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)

for G. L. Green

Date executed by Division Engineer 3-21-75

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicaole to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-aid Project
No. I-205-7(28)304

S.E. FOSTER RD.-S.E. CAUSEY AVE. SECTION

EAST PORTLAND FREEWAY IN MULTNOMAH AND CLACKAMAS COUNTIES

Salem, Oregon, March 17, 1975

Project Agreement Estimate.

Type Code 7224
Roadway (Paving)(Sta. 502+50 to Sta. 645+50)

Mobilization	All	Required		$ 270,000.00
Temporary Protection and Direction of Traffic	All	Required		1,000.00
Temporary Signs	200	sq.ft.	6.00	1,200.00
Flagmen	30	hour	17.00	510.00
Removal of Structures and Obstructions	All	Required		1,300.00
Finishing Existing Roadbed	All	Required		55,000.00
Trench Excavation	1,880	cu.yd.	7.50	14,100.00
Furnishing and Placing Topsoil	23,200	cu.yd.	5.00	116,000.00
Watering	900	M-gal.	5.00	4,500.00
Aggregate Shoulders	4,900	ton	5.00	24,500.00
1" - 0 Aggregate Base	45,500	ton	4.50	204,750.00
Lime Treated Subgrade	49,000	sq.yd.	0.50	24,500.00
Lime for Treated Subgrade	550	ton	60.00	33,000.00
Cement Treated Base Mixture	68,500	ton	4.75	325,375.00
Portland Cement in CTB Mixture	3,770	ton	45.00	169,650.00
Asphalt in Seal	250	ton	100.00	25,000.00
Class "B" or Class "C" Asphalt Concrete Mixture	33,000	ton	8.25	272,250.00
Asphalt Cement in Mixture	2,150	ton	66.00	141,900.00
Asphalt in Tack Coat	12	ton	200.00	2,400.00
Continuously Reinforced Concrete Pavement	102,500	sq.yd.	11.50	1,178,750.00
Reinforced Concrete Pavement	2,840	sq.yd.	11.50	32,660.00
Pavement Terminal Anchors	864	lin.ft.	32.50	28,080.00
Terminal Expansion Joints	432	lin.ft.	110.00	47,520.00
Reinforced Concrete Bridge End Panels (92nd Ave. Str.)	1,140	sq.yd.	25.00	28,500.00
Reinforced Concrete Bridge End Panels	1,590	sq.yd.	36.50	58,035.00
Type G Parapet Railing	184	lin.ft.	40.00	7,360.00
6-inch Culvert Pipe	890	lin.ft.	6.50	5,785.00
10-inch Culvert Pipe	270	lin.ft.	8.30	2,241.00

8-inch Sewer Pipe	130 lin.ft.	9.50	1,235.00
Concrete Inlets, Type G-1	13 only	221.00	2,873.00
6-inch Drain Pipe	6,270 lin.ft.	5.40	33,858.00
8-inch Drain Pipe	11,540 lin.ft.	6.60	76,164.00
Special Filter Material in Drains	1,430 cu.yd.	12.80	18,304.00
Guard Rail, Type 2A	2,320 lin.ft.	7.90	18,328.00
Guard Rail, Type 3	25 lin.ft.	16.00	400.00
Guard Rail Anchors, Type 1	1 only	400.00	400.00
Guard Rail Anchors, Type 2	1 only	400.00	400.00
Rail End Pieces, Type A	1 only	25.00	25.00
Rail End Pieces, Type C	1 only	130.00	130.00
Continuous Rail Traffic Barrier	100 lin.ft.	7.00	700.00
CL-6 Chain Link Fence	1,150 lin.ft.	6.40	7,360.00
4-inch Concrete Surfacing	2,350 sq.yd.	7.38	17,343.00
Concrete Curbs	290 cu.yd.	63.60	18,444.00
Concrete Islands	35 cu.yd.	69.00	2,415.00
Concrete Barrier	14,560 lin.ft.	11.30	164,528.00
Drainage Curbs	270 lin.ft.	1.30	351.00
Guide Posts	150 only	14.00	2,100.00
Adjusting Manholes	1 only	150.00	150.00
Adjusting Inlets	1 only	125.00	125.00
Capping Inlets	13 only	56.00	728.00
1-1/2-inch Electrical Conduit	85 lin.ft.	5.20	442.00
2-1/2-inch Electrical Conduit	50 lin.ft.	7.58	379.00
			$3,443,048.00

Type Code Y002
Signing

Removal of Existing Sign	All Required	$ 1,350.00
Installation	All Required	2,500.00
Painted Wood Sign Posts	All Required	52,700.00
Sign Support Footings	All Required	4,300.00
Breakaway Sign Posts	All Required	2,100.00
Single Sign Supports	All Required	2,500.00
Off-Set Single Sign Supports	All Required	1,300.00
Special Pipe Control Sign Posts	All Required	14,200.00
Cantilever Sign Structure, "F" 9+70	All Required	14,300.00
Cantilever Sign Structure, "W-OFF" 498+91	All Required	10,800.00
Cantilever Sign Structure, "W-ON" 21+02	All Required	11,300.00
Cantilever Sign Structure, "L" 532+25		

Sign Bridge Structure, "W" 15+90 and "W-ON" 498+27	All Required		51,000.00
Sign Bridge Structure, "FL" 496+52 and "F" 14+94	All Required		50,000.00
Structure Mounts	All Required		7,700.00
Move, Modify and Reinstall Cantilever Sign Structures	All Required		4,200.00
Type "AA" Signs in Place	1,487 sq.ft.	11.00	16,357.00
Type "C", "D", "F", "G", "I" and "M" Signs in Place	800 sq.ft.	6.50	5,200.00
Type "EE" and "U" Signs in Place	147 sq.ft.	9.00	1,323.00
Move and Reinstall Existing Signs	All Required		500.00
Sign Illumination Equipment	All Required		44,901.00
Thermoplastic Pavement Arrows	2 only	190.00	380.00
Mono-Directional Crystal Type I Markers	1,370 only	2.20	3,014.00
White Type II Markers	6,850 only	0.86	5,891.00
			$ 307,816.00

Type Code Y031
Traffic Signals

Traffic Signal Installation, Complete	All Required		$ 52,297.00
			$ 52,297.00
			$3,803,161.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required		$ 1,100.00
Temporary Erosion Control (E.W.)	All Required		5,000.00
Adjusting Inlets and Slope Drains (E.W.)	All Required		7,500.00
Slope Work and Seeding (E.W.)	All Required		10,000.00
On-the-Job Trainees (8 @ $800) (E.W.)	All Required		6,400.00
			$ 30,000.00
	Subtotal		$3,833,161.00
	Engineering		381,316.00
	Engineering (Signal (Controller Testing)		2,000.00
	Total		$4,216,477.00

Length of Roadway - - - - - - - - - - - - 2.595 miles
Length of Structures (2) (exception)- - 0.113 mile

Total Length - - - - - - - - - - - - 2.708 miles

Cost of Roadway per Mile- - - - - - - - $1,624,846.63

Retained in Program Status

Revise Existing Signing	All Required	$ 500.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway, Sign, Illum.	$4,216,477.00	$3,890,964.00	$325,513.00
Retained in Program	500.00	461.00	39.00
Total	$4,216,977.00	$3,891,425.00	$325,552.00

Group 1 - 100%

Contract No. 8127

Prefix: 626-1032

#8127

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 17, 1975

FILE:

FROM: Frank E. Terpin
Final Design Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: S.E. Foster Rd.-S.E. Causey Ave. Sec.
East Portland Freeway Highway
Clackamas and Multnomah Counties

NOTED
E. S. HUNTER

It has been brought to our attention that a pH factor in excess of the maximum allowable limits for unprotected metal pipe will result from lime treatment of the subgrade.

In view of this information you are requested to require of the contractor that all metal pipe to be used in the proposed work is to have Type A asphalt coating for corrosion protection.

Please review other projects under contract and, where practical, require that all metal pipes be protected with a Type A coating if they are: 1) two feet or less from lime treated material or, 2) designed to carry subsurface drainage from lime treated material.

FET:we
cc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
John C. Jenkins

RECEIVED
MAR 18 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8127

February 25, 1975

The Honorable Neil Goldschmidt
Mayor of Portland
City Hall
Portland, Oregon 97204

The Honorable Don Clark, Chairman
Multnomah County Board of Commissioners
County Courthouse
Portland, Oregon 97204

Gentlemen:

The grading project has been completed on the S.E. Foster Road-S.E. Causey Avenue Section of Interstate 205.

The end point of the concrete mainline paving on this section, for which proposals are to be received February 27, will be cut back on the northbound lanes to about 350 feet north of the railroad bridge and, on the southbound lanes, to about 550 feet north of the railroad bridge.

The concrete paving of the I-205 mainline to the above points and the asphaltic concrete paving of the westerly ramp connecting to Woodstock will not predetermine the final design of the facility. That design is subject to the I-205 design north of Woodstock.

The design of I-205 north of Woodstock is subject to a public hearing scheduled for March 27, 1975.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: George Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
R. N. Bothman

RNB:srb

8127

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 20, 1975

TO Oregon ~~State Highway~~ Transportation Commission
xxxxxxxxxxxx

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
February 20 and 27 Bid Lettings

Bids were taken February 20 and will be taken February 27 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in Oregon Laws 1971, Chapter 366.

February 20 Bid Letting

1. Linn County Line-McKenzie River
Pacific Highway, Lane County
Grading, Paving and Signing Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Multnomah Falls-Hood River County Line
Columbia River Highway, Multnomah County
Grading, Paving and Signing Project

Same as No. 1.

3. Rock Creek
Sunset Highway, Clatsop County
Grade, Pave, Structure and Signing Project

Same as No. 1.

4. Main Street-Hawthorne Street (Forest Grove)
Tualatin Valley Highway, Washington County
Traffic Signals Modification Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. Pacific Highway East at Lincoln Street (Woodburn)
Pacific Highway East, Marion County
Traffic Signal Project

Same as No. 4.

6. Diamond Lake Blvd.-Lane Avenue (Roseburg)
Oakland-Shady Highway, Douglas County
Traffic Signal Revision Project

Same as No. 4.

7. S.E. 7th Street at S.E. L Street and
N.E. 9th Street at N.E. F Street (Grants Pass)
Redwood Highway, Josephine County
Traffic Signal Project

Same as No. 4.

8. Oregon Coast Highway at 23rd Drive (Lincoln City)
Oregon Coast Highway, Lincoln County
Grading and Paving Project

Bicycle trails will not be included as the project consists of minor grading and surfacing to obtain a left-turn refuge.

9. Adams Street at 4th Street (McMinnville)
Pacific Highway West, Yamhill County
Traffic Signal Project

Same as No. 4.

February 27 Bid Letting

1. S. E. Foster Road-S. E. Causey Avenue
East Portland Freeway
Multnomah and Clackamas Counties
Paving, Signing and Traffic Signals Project

Footpaths and bicycle trails were provided in conjunction with grading contract.

2. Curtis Avenue-Johnson Avenue (Coos Bay)
Oregon Coast Highway, Coos County
Traffic Signals Modification Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Tunnel Street-Biehn Street (Klamath Falls)
Oregon Avenue, FAU 2363, Klamath County
Grade and Pave Project

Sidewalks will be provided on a replacement-in-kind basis.

4. Big Creek Bridge (M.P. 160.2)
Oregon Coast Highway, Lincoln County
Grade, Pave and Structure Project

Bicycle trails will not be included as the project is basically widening of an existing structure to obtain 32-foot top width.

5. Bullards Bridge
Oregon Coast Highway, Coos County
Maintenance Painting Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

6. Thomas Creek Bridge
Oregon Coast Highway, Curry County
Maintenance Painting Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

bc C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
Dave Talbot
L. E. George
Victor Wolfe
Gary Sund
Jack Graham

7. Taft Cemetery (Lincoln City)
Oregon Coast Highway, Lincoln County
Maintenance and Retaining Wall Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

whw:mc ja

8127

February 14, 5

MEMO ON INTERSTATE 205

This memo will be divided into two parts. The Foster-Causey Section and the Washington State Line-Foster Section.

Foster-Causey Section:

The grading work and all structures (3) have been completed. It is now ready to be surfaced and put into service with connections to the Foster-Woodstock couplet in the city of Portland.

Originally the section contained a short section of 8 lanes (4 in each direction) near the north end. In order to satisfy the apparent concerns of Multnomah County, we have reduced the 8-lane section to 6 lanes (3 in each direction) and have reserved 96 feet of space-96'foot median for future light rail or other form of transportation which may materialize in the future. We have also commited ourselves to dedicating one of the three lanes in each direction to buses if and when justified.

We believed we were conforming to the County's desires in this configuration; but Mr. Gordon does not feel that way and wishes us to reduce the facility even further--utilizing only the northbound half of the freeway for all auto traffic and committing the southbound lanes for future mass transit purposes. He particularly refers to serving the Lents district. Our plan would provide the Lents district with an excellent connection for auto or buses via the Foster-Woodstock Interchange to the freeway. If a light rail connection is eventually desired near here, it could be accommodated in several ways that will be addressed later.

Reasons why we do not agree to Mr. Gordon's proposal and why we have advertised the job for bidding on February 27 are:

1. Wrong way crown on three constructed bridges.
2. Narrow Section with only 0.8-foot clearance in median to concrete barrier, which is unsafe.
3. Crossover construction at south end is awkward and also adds to hazards.
4. Southbound on-ramp from Foster would also add to hazards due to crossover pattern.
5. Our plan provides maximum flexibility for future. For instance, we could go immediately to exclusive bus lanes if justified.
6. Doing the work now beats inflation tendencies.
7. Clackamas County and the City of Portland are big participants whereas Multnomah County has small jurisdiction (only about 490 feet).

8. If light rail does become a reality years from now, Mr. Gordon's plan could be then implemented. Why penalize drivers with a substandard and less safe facility, plus eliminating the flexibility for adding buses at any time after completion for something as yet unjustified, such as light rail in this corridor.

9. If buses do not prove to be a viable alternate we will need the lanes for cars.

10. This is the route that will have vertical clearance for defense missiles. It should have sufficient capacity for defense.

11. Reducing the number of lanes with no drop in traffic volume is bad design. (Northbound north of Sunnyside Interchange.)

12. Noise and air pollution is worse when concentrated on a narrower corridor with slower moving vehicles

Washington State Line - Foster Section

This segment of I-205 was challenged in court by the community of Maywood Park. The suit proceeded to the Ninth Circuit Court of Appeals in San Francisco where we were upheld on all issues except the question of holding a hearing on the Environmental Impact Statement.

Rather than work that issue back through the courts, we have decided to hold such a hearing (now tentatively scheduled for March 27). All features of the location and the specific design of the project will be aired. All testimony received will be analyzed and considered before a recommendation is made.

During the past several months, Mr. Gordon, acting for the Multnomah County Commission, has been questioning many aspects of the specific design, but not the need for a facility or the location of it.

We do not know exactly what Mr. Gordon wants. Some of his letters indicate that he wants 2 through auto lanes, one through bus lane and room for light rail in each direction with the number of interchanges substantially reduced.

We feel that the mainline configuration requested by Mr. Gordon is a viable solution and one that could be implemented if the hearing process justifies it. We do not feel, however that the public will be served with the small number of interchanges desired by Mr. Gordon because when one interchange is dropped, the remaining ones break down from traffic overloads.

Mr. Gordon's January 10, 1975, letter contains this statement on interchanges: "I propose that all auto interchanges which are not absolutely essential to the bypass function be removed, except for an interchange to PIA, the easterly Banfield ramps, and two local accesses."

We don't know what two local accesses he desires, but we do not feel his proposal is practical. A possible solution (again depending on the hearing results) might be to construct the interchanges he desires (PIA and easterly Banfield) plus the following four:

1. Sandy-Columbia
2. Stark-Washington
3. Division
4. Foster-Woodstock (part of this interchange would be constructed under the Foster-Causey Section).

Mr. Gordon also makes references to the fill on Government Island. We have reduced the fill height to a maximum of about 30 feet and have provided ample openings for game passage around the ends. Incidentally, this 1,000-1,100-foot long fill saves about $10 million over the all structure alternative.

If in the future light rail is desired in this corridor, it could be accommodated several ways. The tracks could be laid either on a regular ballasted section in the 60'-96' median or on the existing pavement. Stations could be constructed over, under or alongside the freeway with stairs or escalators connecting the stations to the train loading area. This possibility was sufficiently designed in connection with the Mt. Hood Freeway study to prove that it can be done here (see page 31 I-80N Environmental Study Range for Options, Vol. II, the Mt. Hood Study). Sketches are enclosed from this report.

One final comment. Based on Mr. Gordon's letter dated February 11 concerning the Foster-Causey Section, his original proposal for the throughway facility (2 lanes for auto, one lane for buses and one lane for future transit in each direction) is now no longer good enough. He appears to want all auto traffic in the northbound half of the freeway and a dedication of the south half to transit only.

Form 734-3030

DIRECTOR'S FILE

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 12, 1975

Portland, OR 97213

FILE: case file I-205 Contract: 7660

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: S.E. Foster-S.E. Causey
section I-205
paving project

TO: MEMO TO THE FILE

I reviewed the subject project with Glenn Jackson, Neil Goldschmidt, Alan Webber, Doug Wright and Ernie Munch.

The subject of discussion was the Highway Division's scheduled project providing six lanes vs. the Gordon proposal to construct four lanes on the northbound leg.

Mr. Jackson advised the Mayor that the City should be prepared to take a position on the design of I-205.

The Mayor advised Mr. Jackson that he was very interested insofar as the "Mel Gordon" approach to designing I-205 for the State. He said the City was definitely concerned with a design which may be proposed by the County.

The Mayor expressed considerable concern about the delay of I-205. He said we could not delay the project further for the County to decide a choice of designs, but should proceed with the project. His concern is that provisions for transit be provided in the I-205 design, and that the actual design of those facilities be left to the Highway Division.

NOTED F. B. KLABOE

Ernie Munch attempted to explain the reason for utilizing the northbound lanes for auto, reserving the southbound lanes for transit. That being, to provide access to transit stations directly from the adjacent neighborhood. This is contrary, as I explained, to our current alternative of providing four lanes for auto and two lanes for bus, reserving the interior of the right-of-way for future transit.

I provided Ernie Munch with copies of the S.E. Foster-S.E. Causey paving plans and the preliminary six lane S.E. Bush-S.E. Foster plan, with a cover letter advising that the latter was subject to the outcome of the hearing on March 27th.

We should brief the City staff on the EIS, that is, the alternatives for I-205, prior to the hearing on March 27, in order that the City Council can take a stand on the I-205 design.

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FEB 20 1975
OFFICE
DIRECTOR of TRANSPORTATION

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STATE HWY ENGR
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REFER TO
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Init. Init. R.D. D.K. Sign Act. File

I did introduce the necessity of proceeding with I-205 construction, as that freeway is the major portion of the State's federal program, and expressed the concern I have with the tie between I-5 and I-205. These two freeways provide the link to balance the transportation system in Portland. They give relief to I-5, which in turn provides access for Swan Island, Rivergate, and North Portland.

In other words, the total system has to be established. One cannot consider only I-205, or more particularly, only the interchanges of I-205, one at a time.

Mr. Jackson confirmed that for the investment involved with I-205, we have to derive a major transportation systems facility for Portland.

ebg

cc: F. B. Klaboe

8101

2-12-75

DIRECTOR'S FILE I
I-205

Mr. Glenn L. Jackson, Chairman
Oregon Transportation Commission
c/o Pacific Power & Light Company
920 S.W. 6th Street
Portland, Oregon

Dear Glenn:

I repeat my statement that the OSHD design for Foster-Causey is unacceptable to me. If it is necessary for me to seek action by my fellow Commissioners, I am sure a majority will agree with me.

In my January 31 letter, I outlined an alternative design which I feel represents one satisfactory method of preserving the capability for future construction of a busway and light rail line. You find my alternative unacceptable. In suggesting the alternative, I was attempting to offer a way of resolving differences.

I wish to continue finding ways to settle the I-205 issue, so I will make two very specific points, then turn the responsibility for finding a creative solution over to you. First, I want OSHD to abandon the 8-lane design and build every remaining inch of I-205 in such a way that future light rail and bus way construction need overcome no more substantial obstacle than are apparent today, and use no more than four auto lanes. Second, the primary responsibility for ensuring this kind of flexibility by designing and constructing the highway for both transit and automobiles rests with you, the OTC, ODOT and OSHD, not with Multnomah County.

In many past letters I have expressed the same decision, but so far you apparently have not understood that I want a policy commitment from the OTC. Only when I have it will I go to my Board and ask them to support my position. I am not interested in playing numbers games, negotiating the number of lanes, the number of interchanges, the inches of cut and fill, or the degree of curvature or crown of the roadway surface. Working with such specifics I leave your staff to work out with my staff. Similarly, finding the best way of designing a new roadway and new transportation corridor for rail and bus transit I will leave to our staff once we have determined the policy objectives.

Nor am I interested in waiting for ODOT or CRAG to reorganize or adopt new methodologies, or finish fancy 1976 plans before we determine the "need" for transit and justify improving the transit system. I am not interested either in playing the "justification-by numbers" game. The "need" for I-205 has always been independent of demand projects, as you well know. I know, too, that past and

I-205: Statement of Conditions, January 1975

These are conditions Commissioner Mel Gordon feels the State of Oregon must commit itself to in order to settle I-205 issues in a manner incorporating and consistent with his position.

Commissioner Gordon believes the State can make these commitments without violating any Federal regulations, without prejudicing rational planning and implementation, and without precluding any reasonable basis in finding a solution to the problem of moving people.

General Policies

The State Transportation Commission should adopt the following general policies on urban transportation:

1. In all future major urban highway construction projects not yet under State or Federal contract obligations, the following policies shall apply:

   A. Increased service to peak-hour trips by automobile shall not be an objective.

   B. Project must demonstrate significant transit benefits and/or safety benefits.

   C. Project must not compete with transit service.

   D. Joint capital and future maintenance costs must be minimized for the service area.

2. Energy efficiency in construction and operation shall be a major criterion for modal choice.

3. Major support shall be developed by the Oregon Transportation Commission and the Oregon Department of Transportation for urban mass transit including:

   A. Improve peak-hour service by express bus in the immediate future.

   B. Generally improve transit services over the next decade or so, including use of light rail for peak-hour commuter service.

   C. Aim to serve primarily by transit most peak-hour commuter trips to the major urban central business districts.

   D. Develop and promote new major transit funding proposals.

current OSHD demand projects rest upon a thoroughly faulty planning basis. The "need" for I-205 exists because of a need for a second bridge, the need to provide a bypass for through auto and truck traffic, the need for moving peak-hour traffic being high efficiency, high occupancy modes, and because $134 million has been spent, period.

I-205 is the highest priority highway project in Oregon, I understand from various sources. When it is finished, it will have cost one-half billion dollars. If OTC, ODOT and OSHD cannot get Federal approval for a well-designed multi-modal facility in a new corridor, created by the fact that construction has proceeded beyond the halfway point, then I would be very surprised. If such approval cannot be obtained once ODOT and CRAG and local jurisdictions found common ground by following the required procedures, then I will use every means at my disposal to get the Secretary to override a rigid bureacracy.

Again, I am not interested in fooling around and I know you aren't either. We must proceed, we must put people to work, but it is irresponsible in my view to ignore some current hard realities on energy, economics and environment by building an out-dated and out-moded Los Angeles-type freeway.

As far as I am concerned, the next move is yours and you can either prepare a policy resolution for my review, or you can direct your staff to meet with mine to work out something mutually acceptable. Enclosed for your convenience is a list of some elements which I would consider important to include in a policy statement. Let's get on with it.

Sincerely,

Mel Gordon, Commissioner

cc: Governor Straub

8127

OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 11, 1975

Ernie Munch
City Planner
City of Portland
424 S.W. Main Street
Portland, OR 97201

Attached are copies of the S.E. Foster Rd.-S.E. Causey Ave. section paving project which is the section scheduled for contract letting February 27, extending south of Foster Road. I have included the full set of plans to use as you wish.

Also attached is a copy of the S.E. Bush St.-S.E. Foster Rd. section grading project preliminary plans, which as I discussed, are revised to provide six lanes, four for auto, two for high-occupancy. This would be the next project scheduled for construction on I-205. It would be a continuation of the section south of Foster Road. It is a revision from the earlier eight-lane facility. This section design is subject to the outcome of the hearing scheduled March 27, 1975.

R. N. BOTHMAN
Metropolitan Engineer

NOTED
E. S. HUNTER

ebg

cc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder
Hon. Neil Goldschmidt
Ernie Bonner

attachment

RECEIVED
FEB 12 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8127

MULTNOMAH COUNTY
BOARD OF COMMISSIONERS

COUNTY COURTHOUSE
PORTLAND, OREGON 97204

MEL GORDON
COMMISSIONER

RE...
FEB 10 1975
OFFICE OF
Glenn L. Jackson

February 6, 1975

Mr. Glenn Jackson, Chairman
Oregon Transportation Commission
% Pacific Power and Light Company
Portland, Oregon

JOBS AND HIGHWAY CONSTRUCTION

Dear Glenn:

My efforts lately to help bring the I-205 and other highway construction proposals into proper perspective have been hampered from time to time by pressure to abandon all of our concerns and allow immediate construction in order to create hundreds or thousands of jobs.

Amid all the talk about jobs, I am unaware of any programmed commitments to assure that these jobs created by public expenditure will actually materialize and will be filled by unemployed residents of the Portland-Vancouver metropolitan area. Therefore, I urge that the Oregon Transportation Commission adopt an explicit policy designed to guarantee fulfillment of these promises. Attached is a specific proposal for you to consider.

I have consulted with labor leaders, and they consider my proposal sound. I don't feel my employment proposal will pose any complications. What I am after is to convert all the talk about jobs and I-205 into commited action. Foster-Causey will cost an estimated $7.6 million. OSHD estimates this represents some 380 direct construction jobs, and asserts that any delays will result in this many people out of work. I want to be sure we are really going to employ these people.

Yours truly,

Mel Gordon
Commissioner

cc: Fadenrecht
2-11-75
Portland
N 2-12

MG:sb
Attachment
cc: Governor Straub
Chairman Clark

NOTED
F. B. KLABOE

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FOR
Info | Inves | R/D | D/R | Sign | Act | File

HIGHWAY CONSTRUCTION EMPLOYMENT PROPOSAL

Purpose

This proposal is designed to guarantee that one of the most often asserted benefits of highway construction, jobs, becomes a reality for hundreds and perhaps thousands of unemployed qualified citizens of the Portland metropolitan area.

Proposal

1. The Oregon State Highway Division shall estimate as precisely as possible the amount of employment created for each general job category as a result of implementing a particular construction project located in the Portland metropolitan area. The estimate shall be based upon input from a variety of sources including official highway guidelines, construction standards and labor union standards.

2. At the time a particular design is proposed (for example, in the Design Hearing for federal aid projects), the current estimated employed shall be granted as minimum employment created by this particular proposal i.e. if this proposal is implemented at least this many jobs will be created.

3. The OSHD shall also guarantee that the jobs so created will be filled by unemployed qualified residents of the Portland metropolitan area as much as practicable. The OSHD shall consult with the directly affected labor unions and shall make every effort to locate and notify unemployed residents of the Portland metropolitan area.

4. The above guarantee shall be made as part of the contract requirements to be met by the winning bidder.

28127

EE JOHNSON
TTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DIRECTOR'S FILE
I-205

DEPARTMENT OF JUSTICE
SALEM, OREGON 97310
TELEPHONE: (503) 378-6368
211 State Highway Building

February 5, 1975

Glenn Jackson, Chairman
Oregon Department of Transportation
c/o Pacific Power and Light Company
216 West Main Street
Medford, Oregon 97501

Re: Throughway Agreements with Multnomah County for I-205

Dear Mr. Jackson

By letter of January 31, 1975, Mel Gordon, Multnomah County Commissioner, advised you that the I-205, Foster-Causey paving project was unacceptable to him due to the number of lanes involved. This appears to be a reiteration by Mr. Gordon of his past position that the throughway agreement entered into between the Oregon State Highway Division and Multnomah County in 1965 and 1967 are rescinded or, in any event, that Multnomah County is entitled to veto any design on I-205 which it disapproves of.

As you know this particular paving contract lies south of Foster Road, in the city of Portland, extending southerly 1.55 miles into Clackamas County. P S & E approval for construction of this phase was obtained long ago from FHWA. The location of this project is south of the project boundaries for which a new hearing has been scheduled pursuant to 23 USC Sec 128(a) and the National Environmental Policy Act, as required by the federal court in City of Maywood Park v. Brinegar. Thus there is no court order affecting this particular project.

It is my opinion, consistent with my letter opinion to you of February 28, 1974 and of the Attorney General's letter opinion to you of April 3, 1974 that Multnomah County is legally bound by its I-205 throughway agreements and has no veto power over the number of lanes on I-205. However, as I pointed out to you in my letter of February 28, 1974, there is language in the "General Provisions" of the Supplemental Throughway Agreement which provides that prior to construction plans shall be submitted to the county for their consideration and review. This is similar to the language in the "General Provisions" of the Throughway Agreement approved by the State Highway Commission on January 25, 1966 which provides that ". . . final design plans of said route shall be subject to approval by the State and County." It may well be that this particular phase of the project has already been approved by Multnomah County since, I am informed, other contracts have been

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FEB 6 1975
OFFICE
DIRECTOR of TRANSPORTATION

JACK

let for this phase without any objection from the County. Our files are being reviewed at this time to determine if this is the case.

At the time of the design hearing Fred Klaboe publicly represented the design to encompass ". . . an 8-lane Portland cement concrete facility as far south as the Johnson Creek Interchange, with six lanes from that point to the Sunnyside Road Interchange." (p 3, Transcript of Design Hearing, September 14, 1970). Mr. Robert Baldwin, Planning Director for Multnomah County, made a presentation at this hearing on behalf of the Multnomah County Commissioners. He did not object to the 8-lane concept whatsoever, although he did propose other items for consideration. But he said nothing which could be construed as opposition to the 8-lane concept. Since that time the state, in an attempt to cooperate with the objections of Multnomah County has scaled this project down to six lanes. But the state's action was not dictated by any requirement in the Throughway Agreements that compels the state to make such a reduction.

The State of Oregon, together with FHWA has expended millions of dollars in reliance upon a project which they were entitled to believe was concurred in by Multnomah County. Now, apparently, Multnomah County is having second thoughts. It is my opinion that the state has fully complied with the Throughway Agreements in cooperating with Multnomah County on the final design plans. Multnomah County, on the other hand, has gone too far down the road to repudiate these agreements.

Should you desire to continue with the Foster-Causey paving contract as scheduled the County may seek injunctive relief. The state would then rely on the Throughway Agreements' claiming that the County has breached its contract. In addition a counterclaim by both the state and federal government is possible for any damages which result should the action of the county result in any delay of this project.

If there are any other questions I can answer for you in this matter please let me know.

Sincerely

LEE JOHNSON
Attorney General

Walter L. Barrie
Assistant Attorney General
and Counsel

WLB:hg
cc - Carl O. Fisher
Robert L. Mitchell
Robert E. Veatch
Anthony Yturri
Lee Johnson
George Baldwin
F. B. Klaboe

8127

February 5, 1975

The Honorable Mel Gordon, Commissioner
Multnomah County Board of Commissioners
County Courthouse
Portland, OR 97204

bc George M. Baldwin
F. B. Klaboe
R. N. Bothman

Dear Mr. Gordon:

We have analyzed your January 31 letter concerning the Foster-Causey Section of I-205. The idea of forcing all traffic to use the northbound lanes by using median crossovers at both ends would create a considerable hazard to the use of the facility.

The section would be very narrow, especially on the three bridges that have already been constructed. A typical section at the bridge site is enclosed. You will note that the inside lane of traffic would be forced to travel very close to the median barrier. In addition, the southbound traffic would be running on a crowned section sloped the wrong way.

It occurs to me that our plan, which consists of three (not six as your letter indicated) through lanes in each direction--one of which could be dedicated to buses if needed--is the most flexible design. If light rail or any other mode becomes a reality in the future, the facility could be converted in any of several ways. But, in the meantime, vehicles would not be subjected to all the hazard and inconvenience your plan imposes.

We are therefore proceeding with the scaled down version in accordance with our understanding of your January 10 request for two car lanes, one lane that could be converted to buses and provision for future light rail in each direction.

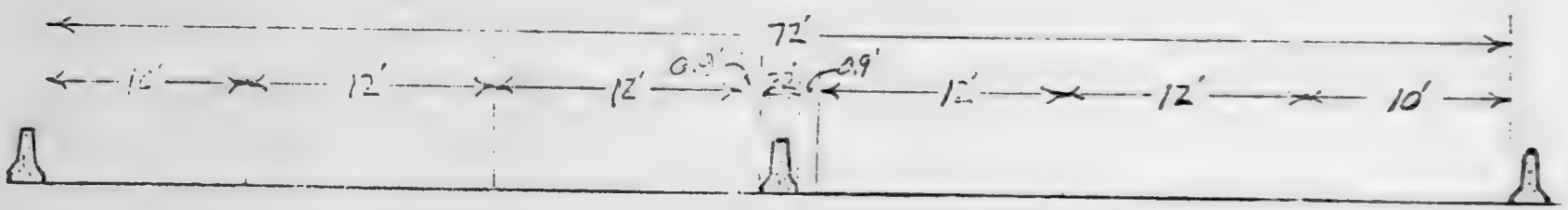
If you have any questions concerning our proposal, please contact me.

Sincerely,

Glenn Jackson, Chairman

Enclosure

cc: The Honorable Robert W. Straub
The Honorable Neil Goldschmidt
Clackamas County Board of Commissioners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COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
DAN MOSEE
BEN PADROW
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon

BOARD OF COUNTY COMMISSIONERS

(503) 248-3304 • ROOM 605, COUNTY COURT HOUSE • PORTLAND, OREGON • 97204

February 3, 1975

Mr. George Baldwin, Director
Department of Transportation
State Highway Building
Salem, Oregon

Dear George:

As I understand it, the I-205 Draft Environmental Impact Statement is due to be released February 6, and the hearing is tentatively scheduled for March 20.

Please send Multnomah County six (6) copies of the DEIS, addressed to me. The tentative hearing date is difficult, from our viewpoint. Commissioner Gordon will be gone most of the month of March, and will return the 25th. Since he definitely wishes to be present for the hearing, a date after the 25th would be more convenient, and we ask that you arrange a later date. Please inform us of the final arrangements.

Sincerely,

Dave Hupp

Dave Hupp
Environmental Analyst

NOTED
F. B. KLABOE

DH:sb
cc: Bob Bothman
OSHD Metropolitan Engineer

RECEIVED
FEB 4 1975
OFFICE
DIRECTOR of TRANSPORTATION

MULTNOMAH COUNTY
BOARD OF COMMISSIONERS

COUNTY COURTHOUSE
PORTLAND, OREGON 97204

MEL GORDON
COMMISSIONER

January 31, 1975

Mr. Glenn Jackson, Chairman
Oregon Transportation Commission
% Pacific Power and Light Co.
Portland, Oregon

SUBJECT: I-205, FOSTER-CAUSEY PROJECT

Dear Glenn:

I have received from the Highway Division, for review, the construction documents for the Foster-Causey section of I-205, and I am informed that the Highway Division intends to advertise the paving contract on February 6.

I have reviewed these documents and I feel they represent a design which is incompatible with my position on I-205.

Recall that my position has been that I-205 must have no more than four auto lanes, two exclusive bus lanes and structural and spatial provision for future light rail facilities. The documents for Foster-Causey show six auto lanes each way, period. There is no indication that any thought has been given to the transit issues. Particularly in the north end, at Foster-Woodstock, there are three factors which combine to offer definite transit opportunities.

First, there is the Lents District. Everyone knows, and is concerned about, the vitality of Lents. Careful design of joint highway, transit, commercial and residential facilities can be the key contributing factor in revitalizing the Lents District. Doing nothing, or only building a major freeway interchange, will only lead to dramatic deterioration, in my view. The major joint facility opportunities exist on the west side of I-205.

Second, I have been assuming completion of the Foster-Woodstock couplet and interchange with I-205. The design of the couplet and the interchange has a lot to do with the transit issue, and we may have to make some changes there, too. I am aware that construction of the couplet is proceeding, and is the primary responsibility of the City of Portland.

RECEIVED
FEB 1 1975

Third, Multnomah County has pushed for future rail facilities in I-205 and for joint light rail use of the Portland Traction line which crosses I-205 south of Woodstock Boulevard. Tri-Met is preparing an application to UMTA for light rail use of this line, and other jurisdictions have considered this at least a viable option for further study. We have had much discussion of this idea since the PUC light rail report, and in the Governor's Task Force work. Currently, the Transportation Technical Committee of CRAG has been preparing criteria for aiding regional decisions on regional transit and highway projects. These criteria, and the projects themselves, are subject of course to public review and a decision by the CPAC Board, but the TTC's preliminary findings continue to indicate that, by the mid-1980's and beyond (i.e. by the time I-205 is really operating) the ideas of light rail in both I-205 and Portland Traction have great promise. I strongly feel these options must be kept open.

Your primary objectives, as I see them, are to open I-205 to traffic to Woodstock and, in doing so, to put several hundred people to work as soon as possible. A final factor is the hearing coming up in March. I feel very strongly that paving six lanes to Woodstock without consideration for transit issues makes it virtually impossible for OSHD to give adequate consideration to redesign at the hearing in March.

Considering the foregoing factors, the question in my mind has been: how can I-205 be completed to Woodstock to provide immediately several hundred construction jobs and yet keep open the redesign options? I propose that paving on the Foster-Causey section be limited to a four lane freeway with a minimum median and normal shoulders, located as far as possible along the east side of the current alignment. There appears to be adequate space on each of the structures to use only the eastern half of the double structures for the freeway. My proposal would leave the western half of the structures and the roadway fill for future transit, thus leaving the redesign options open as much as possible. My proposal would also avoid the necessity of running future transit facilities in the median, which is contrary to good transit design principles and is avoidable in a new facility.

I don't believe my proposal should cause any important delays and I am as concerned as anybody with providing jobs for people through needed, soundly prepared public construction programs. Regarding the employment issue, I feel there has

often been a lot of talk about jobs, but I am unaware of any programmed commitments to assure that these jobs will be filled by unemployed metropolitan area residents. By a separate letter, I am sending you my recommendations for programming employment as I-205 construction progresses.

Please review my proposal and don't hesitate to call me or my staff if you have any questions. Again, my design proposal is an alternative to the six lane version of OSHD, which I find unacceptable.

Sincerely,

Mel Gordon
Commissioner

MG:sb
cc: Governor Straub
Chairman Clark
Mayor Goldschmidt
George Baldwin

8127

2-5-75

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-205-7(28)304

STATE PROJECT NO.
S.E. FOSTER ROAD - S.E. CAUSEY AVE.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
CLACKAMAS & MULTNOMAH

ITEM NO.
I-797

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED STATE HWY ENGR
FEB 7 '75
REFER TO
FOR
Info
Inves
R/D
O/R
Sign
Act
File

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JANUARY 8, 1975	JANUARY 8, 1975	INTERSTATE ROUTE 205
		STATE ROUTE NUMBER: EAST PORTLAND FREEWAY PRIMARY ROUTE 64

GENERAL LOCATION:

I-205, S.E. FOSTER ROAD SOUTH 2.71 MILES

GENERAL DESCRIPTION OF WORK:

BASE, PCC PAVEMENT, SIGNING AND SIGNALS FOR 6-12' LANES WITH 10' SHOULDERS AND 80' MINIMUM MEDIAN.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify)
  - PERMANENT PAVEMENT STRIPING $1,100
  - TEMPORARY EROSION CONTROL 5,000
  - ADJUST INLETS & SLOPE DRAINS 7,500
  - SLOPE WORK & SEEDING 10,000
  - ON THE JOB TRAINING 6,400
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH THOSE ITEMS LISTED ABOVE AS SHOWN IN YOUR ESTIMATE.

MR. RULIEN'S JANUARY 31, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

REVISED PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A REVISED SIGNED TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
FEB 7 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-5-75	L. Green	DIVISION ENGINEER

2-10-75
ORIGINAL TO
L. W. Rulien
w/att.

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) MAY BE USED

8127

January 28, 1975

The Honorable Neil Goldschmidt
Mayor of Portland
City Hall
Portland, Oregon 97204

Dear Neil:

I am sending for your consideration and review the Highway Division's plans for the paving, signing and traffic signal project on the S.E. Foster-S.E. Causey Avenue Section of the East Portland Freeway.

This project provides for paving six lanes from S.E. Woodstock Boulevard on the north, to approximately 600 feet southerly of S.E. Causey Avenue. The typical section of the project provides ample room for mass transit facilities within the median strip.

The northerly 1.08 miles of the project are within the City of Portland, the center 0.08 mile (490 feet) of the project traverse Multnomah County and the southerly 1.55 miles are in Clackamas County.

The project will be advertised February 6, 1975, and bids will be received February 27.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

Enclosures

bc: A. E. Johnson
E. S. Hunter
J. H. Versteeg

ESH:js srb

Budget I

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 6-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD 2	REPORT NUMBER (19)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65: I-205, SE Foster Rd., S. 2.71 mi.	ADT	53,600	FUTURE (66)–(70): 116,400	YEAR (71)–(72): 94	REGION (74)–(75): 10	STATE NAME: Oregon		
CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28–62: Base, Pave. Signs & Signals	NATL. FOREST (63)–(65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. (66)–(68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72–73	PL AUTH YR 74–75	PREFIX LETTER(S) 14: I	PROJEC
CARD 4	CLASS OF FEDERAL FUNDS [1]: Interstate						COUNTY NAME: Multnomah & Clackamas			
	NAME OF URBAN AREA 17-31: Portland	F.A. SYSTEM: Interstate					RTE NO.: I	FEDERAL AID: I-205		

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE (43–46)	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54)–(58)	PROJECT COST TOTAL COST (59)–(66)	FEDERAL FUNDS (67)–(76)	STATE
1	(11)–(12)	16	41	42	43 - 46	53								
5					PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	797	I-205-7(28)304	I-205, SE Foster Rd., S. 2.71 mi. "SE Foster Rd-SE Causey Ave. Sec."	2.71	4,709,473	4,345,901	363,
										PROJECT TOTAL	2.71	4,709,473	4,345,901	363,
5					PE ROW CONST		REQUESTED REVISION Stage 2	797	I-205-7(28)304	I-205, SE Foster Rd., S. 2.71 mi. "SE Foster Rd.-SE Causey Ave. Sec."	2.71	4,730,000	4,364,000	366,
										PROJECT TOTAL	2.71	4,730,000	4,364,000	366,

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	
1	COLUMN 10 → CODE 11	CODE 2	

REASON FOR CHANGE:
To change "Character of Proposed Work" to 6-12' l
project and change the "Project Cost" to conform with the latest

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	
December 27, 1974	DATE January 27, 1975	DATE	DATE
OTHER: January 8, 1975	SIGNATURE	SIGNATURE	SIGNATU
	Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg

1-27-75

8127

- 812 -

Robert W. Straub
XXXXXXXXXX

January 27, 1975

Mr. David Hupp
Office of Planning, Evaluation
and Program Development
Multnomah County
2115 S. E. Morrison
Portland, Oregon 97214

Dear Mr. Hupp:

In accordance with the June 8, 1967 agreement between Multnomah County and the Oregon State Highway Division, we are sending for your consideration and review the Highway Division's plans for the paving, signing and traffic signal project on the S. E. Foster-S. E. Causey Avenue Section of the East Portland Freeway.

This project provides for paving six lanes from S. E. Woodstock Boulevard on the north, to approximately 600 feet southerly of S. E. Causey Avenue. The typical section of the project provides ample room for mass transit facilities within the median strip.

The northerly 1.08 miles of the project are within the City of Portland, the center 0.08 miles (490 feet) of the project traverse Multnomah County and the southerly 1.55 miles are in Clackamas County.

The project will be advertised February 6, 1975 and bids will be received February 27.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:js
bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg

8127

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE January 23, 1975

TO Files

FROM F. B. Klaboe

SUBJECT

On this date, I contacted Chairman Glenn L. Jackson concerning the contracting of the paving between Foster Road and Causey Avenue on I-205.

We have completed the revision of the contract from the original 8-lane section to a 6-lane section. Mr. Jackson advised me to immediately advertise and let the contract at the earliest opportunity.

FBK:ms
cc A. E. Johnson
E. S. Hunter
R. N. Bothman

8127 1-22-75

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

FEDERAL AID PROJECT NO. I-205-7(28)304

STATE PROJECT NO. S.E. Foster-S.E. Causey

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO. I-797

COUNTY NAME: Clackamas & Multnomah

PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG.
JAN 27 '75
REFER TO Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
January 8, 1975	January 8, 1975	Interstate Route 205	East Portland Freeway #64

GENERAL LOCATION:

I-205, S. E. Foster Road, South 2.71 miles

GENERAL DESCRIPTION OF WORK:

Base, Pave, Signs and Signals

NOTED
E. S. HUNTER

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[ ] OTHER (Specify)

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[X] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Rulien's January 7, 1975 letter of request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

1-28-75
ORIGINAL TO
L.W. Rulien

RECEIVED
JAN 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-22-75	Glenn W. Cornett	Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Budget Bureau No. 41-R2068; Approval

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O.

FORM PR-9 (REV. 4-61)

U.S. DEPART BUREA

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)			FUTURE YEAR	REGION	STATE NAME	STATE CODE
2	(18) - (20) 21	I-205, SE Foster Rd., S. 2.71 mi. 65	ADT	53,600	116,400 (68) (70)	94 (71) (72)	10 (74) (78)	Oregon	41 (2)

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER	
			FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.
3	Base, Pave. Signs & Signals 28 62	(63) (65)	(66) (68)	69	70	71	72 73	74 75	I- 14 23	205-7(28) 7

CARD	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME			
4	Interstate	Multnomah & Clackamas			
	NAME OF URBAN AREA	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE
	17-31 Portland	Interstate	I	I-205	(32) 64 (36)

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHAR PROP
1	(14-17)	18	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	797	I-205-7(28)304	I-205, SE Foster Rd., S. 2.71 mi. "SE Foster Rd-SE Causey Ave. Sec."	2.71	4,709,473	4,345,901	363,572	Base, PCC pa signals for 0.94 mi, 6-1 mi., 10' sho min. median.
							PROJECT TOTAL				2.71	4,709,473	4,345,901	363,572	
5					PE ROW CONST		REQUESTED REVISION Stage 2	797	I-205-7(28)304	I-205, SE Foster Rd., S. 2.71 mi. "SE Foster Rd.-SE Causey Ave. Sec."	2.71	4,730,000 (18) (23)	4,364,000 (24) (33)	366,000	Base, PCC pa & signals fo with 10' sho min. median. (Future stag utilize N O. area graded
							PROJECT TOTAL				2.71	4,730,000	4,364,000	366,000	

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	REASON FOR CHANGE: To change "Character of Proposed Work" to 6-12' lanes for total len project and change the "Project Cost" to conform with the latest proposed work & co
1	COLUMN 14 ⟶ CODE 11	CODE 2	

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
December 27, 1974	DATE January 27, 1975	DATE	DATE
OTHER: January 8, 1975	SIGNATURE	SIGNATURE	SIGNATURE
	Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

1-27-75

8127

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

M NO.

.O.

FORM PR-9 (REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces)			FUTURE ADT	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
I-205, SE Foster Rd., S. 2.71 mi.	ADT	53,600	116,400	94	10	Oregon	41	042	797

PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY: FM ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER-AGR. NO.	I PROJECTS ONLY: POST MI.	DESIG.
ve. Signs & Signals								I-	205-7(28)	MI 304	

AL FUNDS	COUNTY NAME	CODE
Interstate	Multnomah & Clackamas	051 005

AREA	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
Portland	Interstate	I	I-205	64	I-205

WORK TYPE	STEN.	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	797	I-205-7(28)304	I-205, SE Foster Rd., S. 2.71 mi. "SE Foster Rd-SE Causey Ave. Sec."	2.71	4,709,473	4,345,901	363,572	Base, PCC pave, signing & signals for 8-12' lanes 0.94 mi, 6-12 lanes, 1.77 mi., 10' shoulders & 56' min. median.
		PROJECT TOTAL				2.71	4,709,473	4,345,901	363,572	
PE ROW CONST		REQUESTED REVISION Stage 2	797	I-205-7(28)304	I-205, SE Foster Rd., S. 2.71 mi. "SE Foster Rd.-SE Causey Ave. Sec."	2.71	4,730,000	4,364,000	366,000	Base, PCC pave, signing & signals for 6-12' lanes with 10' shoulders & 80' min. median. (Future stage const. to utilize N 0.94 mi. of median area graded under previous project.)
		PROJECT TOTAL				2.71	4,730,000	4,364,000	366,000	

R-9 has been submitted Yes ☐ days.

PROJECT WITHDRAWN YES ☐

CODE 11 → CODE 2

REASON FOR CHANGE:

To change "Character of Proposed Work" to 6-12' lanes for total length of project and change the "Project Cost" to conform with the latest proposed work & cost estimate.

ing into two or more projects. Prepare a form PR-1 for all ulting from such action.

OVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
27, 1974	DATE January 27, 1975	DATE	DATE
8, 1975	SIGNATURE	SIGNATURE	SIGNATURE
	Project Management Engineer	TITLE	TITLE

ider from one class of project to another, or covers joint financing, show both classes of funds involved.

THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48980-P61

TRANSACTION NUMBER 12-100

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 12-27-74

BY (Signature): L.W.RULIEN'S DECEMBER 19, 1974 LETTER

TITLE: PROJECT MANAGEMENTENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS _____

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 797 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
797	I-205-7(28)304	2.71	4,500,000	4,150,000	S.E. FOSTER ROAD - S.E. CAUSEY AVENUE SECTION. CLACKAMAS AND MULTNOMAH COUNTIES. STATE OF OREGON.	BASE, PAVE, SIGNS AND SIGNALS.

12-27-74

RECEIVED
STATE HWY ENGR
DEC 30 '74
REFER TO
Huston
FOR
Rd | Inves | R/D | D/R | Sign | Act | File

RECEIVED
DEC 31 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REMARKS (Division)

Rulien
1-2-75

8127

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		12-27-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

PRO-6-2

December 19, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-205-7(28)304

We are submitting program data for one Interstate Project, Item No. 797, Project No. I-205-7(28)304, "S.E. Foster Rd. - S.E. Causey Ave. Section", which we desire to have included in the Federal-Aid Interstate Program.

It is our present intention to receive bids for this project on January 30, 1975.

QL:wm

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O.

FORM PR-1 (REV. 4-61)

12-19-74

Budget Bureau No. 41-R2067; Approv

U.S. DEPART BURE

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STA COD
CARD 2	1 (19) (20)	I-205, SE Foster Rd., S. 2.71 mi. 21 68	ADT	53,600*	116,400* (68) (70)	94 (71) (72)	10	OREGON	(2)

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV. AREA	DA CLASIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	NUMBER	SEQ. N
CARD 3	Base, Pave, Signs and Signals 28 62	(63) (68)	(69) (73)	(74) (78)	(72)	(73)	(72)	(73) (74) (78)	14	I- 23 205-7 7	(28

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
CARD 4	Interstate	Multnomah & Clackamas	051 005 (14) (16)
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. I	FEDERAL-AID I-205 (32) STATE 64 (36) (37) U.S. I-205 (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(1418)	(16)	41	42	43 46	53		(54) (58)	(60) (66)	(67) (76)			
5					PE		I-205, SE Foster Rd., S. 2.71 Mi.						Base, signi for 8 .94 m 1.77 shou min.
5					ROW								
5					CONST (CODE) 7224 Y002 Y031		"SE Foster Rd. - SE Causey Ave. Section"		4,500,000	4,150,000	350,000		ROW - Acces full; Parkin compl
									4,500,000	4,150,000	350,000		
									(10)	(23) (24)	(33)		

CARD	CODE	PREPARED BY	PROJECT TOTALS
1	1		
1	14	PROGRAM APPROVAL DATES	

REMARKS

*ADT: Assumes I-205 completed.

Additional Data: Items 252, 444, 44 699 & 721 Projects I-205-7(2), (5), (24) & (25) respectively.

-0

US

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

12-19-74

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-205, SE Foster Rd., S. 2.71 mi.		53,600*	116,400*	94	10	OREGON	41	042	797

PROPOSED WORK (35 typewriter)	NATL. FOREST	PR ROUTE NO.	SUPV. AREA	PA CLASIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Signs and Signals									I-205-7	(28)	304	

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Interstate	Multnomah & Clackamas	051 005	1 OR X 2
Portland			

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-205	64	I-205

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-205, SE Foster Rd., S. 2.71 Mi.						Base, PCC pave, signing & signals for 8-12' lanes .94 mi., 6-12' lanes, 1.77 mi., 10' shoulders & 56' min. median.
ROW								
CONST (CODE) 7224 Y002 Y031		"SE Foster Rd. - SE Causey Ave. Section"		4,500,000	4,150,000	350,000		ROW - 410' min.; Access Control - full; Parking restrictions - complete
PROJECT TOTALS				4,500,000	4,150,000	350,000		

APPROVAL DATES BY

REMARKS

*ADT: Assumes I-205 completed.

Additional Data: Items 252, 444, 445, 543, 699 & 721 Projects I-205-7(2), (5), (6), (13), (24) & (25) respectively.

-over-

S.E. FOSTER RD. - S.E. CAUSEY AVE. SECTION

PROJECT NO. I-205-7(28)304

REMARKS - Continued

PROJECT DATA: The project consists of construction of aggregate base, continuously reinforced concrete pavement, signing and the installation of traffic signals at the intersections of the on and off ramps with S.E. Woodstock Blvd. and S.E. Foster Road.

Roadway:	Type Code 7224 - - - - 8 lane - - Est. cost		$1,500,000
		6 lane - - Est. cost	2,650,000
	Type Code Y002 - - - - - - - - - - Est. cost		275,000
	Type Code Y031 - - - - - - - - - - Est. cost		75,000

Environmental Statement, Clearinghouse Reviews, Public Hearings and Design Approvals: This project is stage construction and is part of the work necessary to complete this section for opening to traffic. The roadway grading and construction of structures is being accomplished under projects I-205-7(24)304 and I-205-7(25)306; therefore, data concerning requirements of PPM 90-1, IM 50-1-70 and PPM 20-8 have been submitted previously under these projects.

Data for PR-37:

Clackamas County - - - - - - -	$1,800,000
Multnomah County - - - - - - -	$2,700,000

Note: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) This project is in Congressional District No. 3.

8127

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

November 27, 1974

ORIGINAL SIGNED BY
J. H. VERSTEEG

FROM: J. H. Versteeg
Road Design Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Pavement Termini
Continuously Reinforced Concrete Pavement
Foster Road-Causey Section
I-205

NOTED
E. S. HUNTER

Highway Division practice is to construct both anchor lugs and sleeper slabs at the termini of continuously reinforced concrete pavements. This policy was established in conference with E. S. Hunter, H. S. Coulter, A. E. Johnson and staff in May of 1973.

We are currently preparing surfacing plans for the S.E. Foster-S.E. Causey Section of I-205 with the double anchor system. We estimate that the anchor lugs will cost $60,000 and the sleeper slabs $50,000 for a total of $110,000. Frank Terpin has asked that we review our current practices to determine if both anchor systems are necessary or desirable. Your recommendations are solicited.

JHV:jh
cc: E. S. Hunter
H. S. Coulter

RECEIVED
NOV 27 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 26, 1974

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: SE Foster Rd.-SE Causey Ave. Sec.
East Portland Freeway
Multnomah & Clackamas Counties
Project No. I-205-7(25)306

In the interests of orderly completion of the SE Foster Rd.-SE Causey Avenue Section it has been decided that certain items of work be deleted from the subject project and specify their completion on a subsequent contract. Among these is the construction of the reinforced panels at bridge ends of the 92nd Avenue structures.

The contractor has the necessary reinforcing steel to construct the panels on hand. A price agreement is being prepared to document this change and to reimburse him for the steel. The steel is currently stored on the deck of the 92nd Avenue structure.

It is proposed that this state-owned material be furnished the contractor on the upcoming paving contract for the subject section. There is approximately 80,000 pounds of steel with an estimated value of $11,500 involved.

We request that you concur in the decision to provide this state-owned material as outlined above.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By: ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Frank E. Terpin
Final Design Engineer

FET:jh
cc: E. S. Hunter
C. T. Keasey
R. N. Bothman
L. W. Rulien
W. J. Hart
C. G. Swenson
W. E. Cole

RECEIVED
NOV 26 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8127

FORM 81.7.14 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

November 5, 1974

ORIGINAL SIGNED BY
J. H. VERSTEEG

FROM: J. H. Versteeg
Road Design Engineer

TO: E. L. Hardt
Region 1 Engineer

SUBJECT: Surfacing Contract
SE Foster Rd.-SE Causey Ave. Sec.
I-205
Multnomah and Clackamas Cos.

A plans-in-hand review will be held on the subject project in Portland on Tuesday, November 19, at 10:00 AM in the Metropolitan Region Office. I would appreciate it if a representative from your Maintenance Section would attend the meeting and participate in the plans review.

JHV:jh
cc: H. S. Coulter
R. N. Bothman

RECEIVED
NOV 6 1974
Office of
Assistant State Highway Engineer

8127

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon I-205-7(-)304
S. E. Foster-S. E. Causey Section
East Portland Freeway
Signing Plans

DATE: September 5, 1973

In reply refer to: 10-35-A6

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hunter's August 29, 1973 letter indicates that agreement has been reached on the proposed signing plans for this section. Reference is made to our August 13, 1973 memorandum.

This memorandum is to document our concurrence and to confirm agreement in the signing layout.

for G. L. Green

NOTED
A. E. JOHNSON

NOTED
E. S. HUNTER

9-10-73
Copy to Bud George
L. W. Rulien

RECEIVED
STATE HWY ENGR
SEP 7 '73
REFER TO Hunter TAA
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
SEP 10 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon I-205-7(-)
S. E. Foster Road-S. E. Causey Avenue Section
East Portland Freeway
Signing Plans

DATE: August 13, 1973

In reply refer to: 10-35-A6

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator of Highways
Salem, Oregon

On July 16, 1973, the signing plans for this section of I-205 were discussed with Messrs. Valach and Christianson of this office. Mr. Valach signed the layout sheet with the understanding that certain modifications be made to the placement and legend of some of the proposed installation.

After reviewing the informational copy of the approved sheet, Mr. Christianson has found that none of the suggested modifications have been made. There is no problem foreseen in the temporary signing that will be done under the next contract on this section; however, you should be aware of the fact that agreement has not been reached on the permanent signing to be installed in conjunction with future construction to the north.

G. L. Green

NOTED

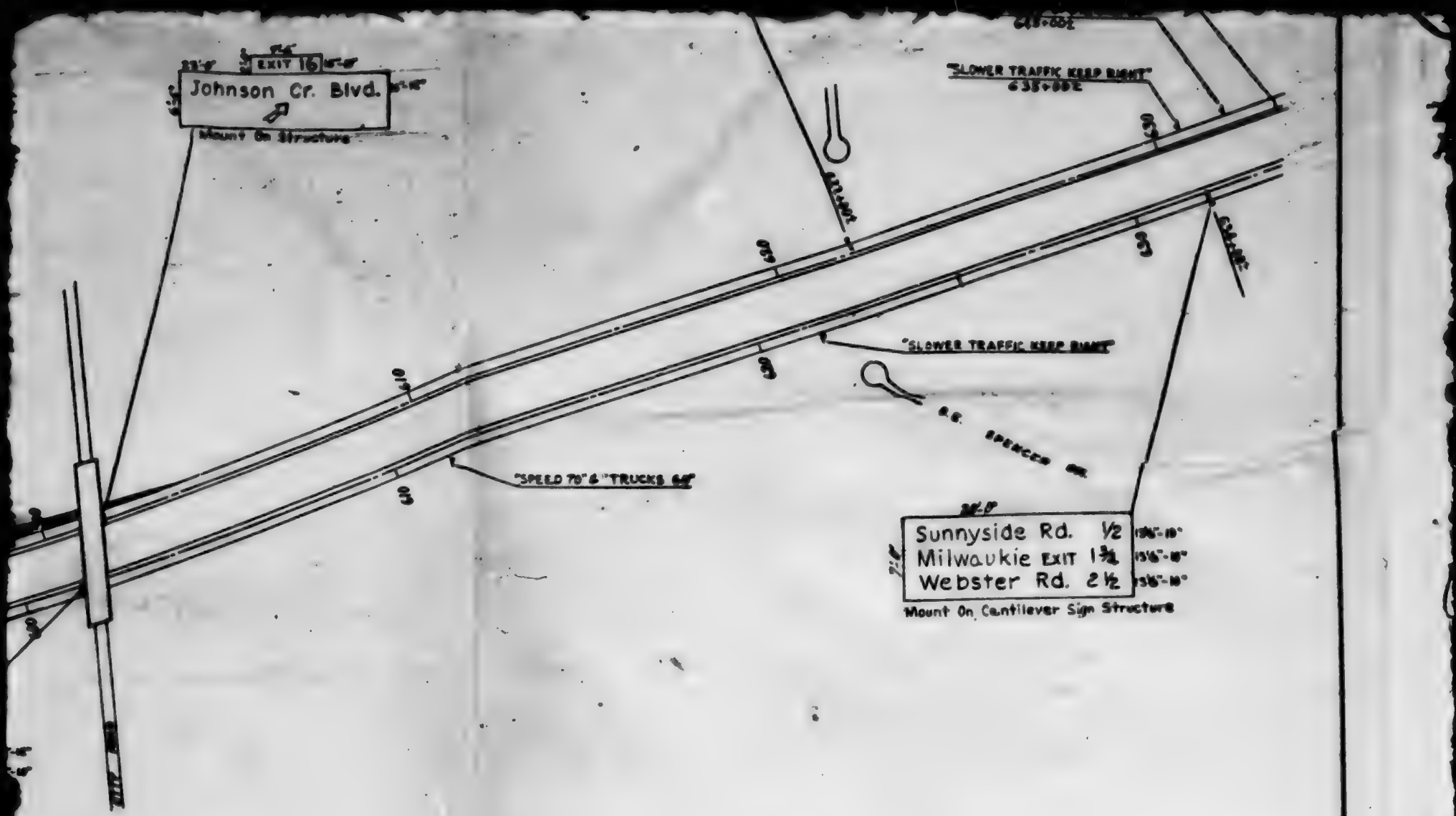
RECEIVED
AUG 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
AUG 16 1973
TRAFFIC ENGINEERING

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
AUG 14 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

FAA reply



Future Construction

Note: This base was prepared prior to final design.
All roadway & structure designs are subject to change.

5/73 Revised Intchge Sequence Signs.
9/73 " " " "

D. E. Bergstrom
CITY APPROVAL
12/27/71
DATE

R. L. Nordlander
COUNTY APPROVAL
12/27/71
DATE

SIGNING PROJECT

S.E. FOSTER RD. – S.E. CAUSEY AVE. SECTION
EAST PORTLAND FREEWAY
MULTNOMAH & CLACKAMAS CO. Mile Post

Action	Date	Signature	Title
Submitted	11/1/71		Traffic Control Engr.
Approved	12/6/71		Sign Engineer
"	12/27/71		Traffic Engineer
"	7/16/73		Asst. Hwy Engr.
Accepted	7/16/73		USBPR

Johnson Cr. Blvd. 1/2
Foster Rd. 2
JCT (224) WEST (26) 2 3/4
Mount On Cantilever Sign Structure

EXIT 16
Johnson Cr. Blvd.
1½ MILES
Mount On Sunnyside Rd. Str.

EXIT 16
Johnson Cr. Blvd.
Mount On Structure

"SPEED 70" & "TRUCKS 60"
643+00±

"SLOWER TRAFFIC KEEP RIGHT"
635+00±

"SLOWER TRAFFIC KEEP RIGHT"

S.E. SPENCER CIR.

"SPEED 70" & "TRUCKS 60"

Sunnyside Rd. 1/2
Milwaukie EXIT 1 3/4
Webster Rd. 2 ½
Mount On Cantilever Sign Structure

Future Construction

Note: This base was prepared prior to final design.
All roadway & structure designs are subject to change.

5/73 Revised Intchge Sequence Signs.
8/73 " " " "

UTURE SIGNING

I-205 IS EXTENDED PAST
R RD. & JOHNSON CREEK
INTCHGE IS BUILT.

EXIT 18
I-205 WEST 26
City Center
Mt. Hood
2 MILES
Mount On Structure Or
Cantilever Sign Structure

EXIT 16
Johnson Cr. Blvd.
Mount On Structure

EXIT 16

"EXIT SPEED 45"

EXIT 14
Sunnyside Rd.
1 MILE
Mount On Structure
(Sign Approved On
Sunnyside Rd. Intchge.
Study Plans)

LESTER AVE.

"MERGE"

PRICE FULLER ROAD

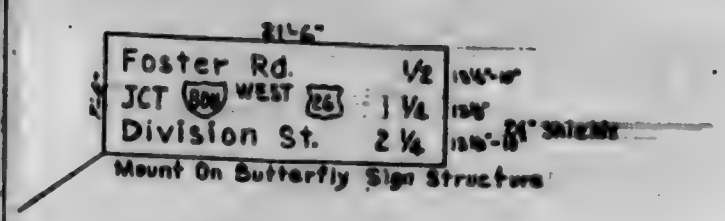
SE 82ND AVE.

To Be Revised

16"
24"-16"
ver Sign Structure
RAFFIC KEEP RIGHT"
EED 70" & TRUCKS 60"

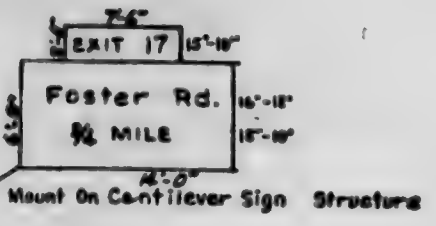
1/2
1 3/4
2 1/2
ign Structure

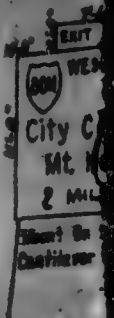
Future Construction

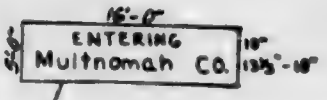


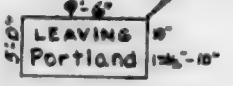
FUTURE SIGNING

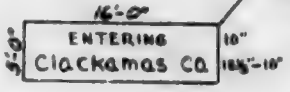
WHEN I-205 IS EXTENDED PAST FOSTER RD. & JOHNSON CREEK BLVD INTCHGE IS BUILT

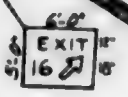


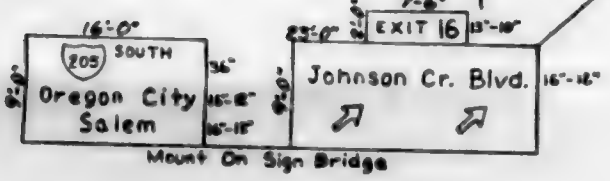


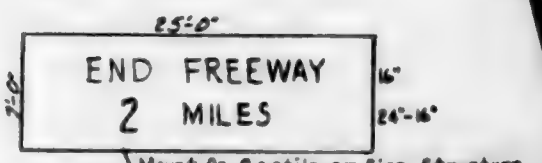


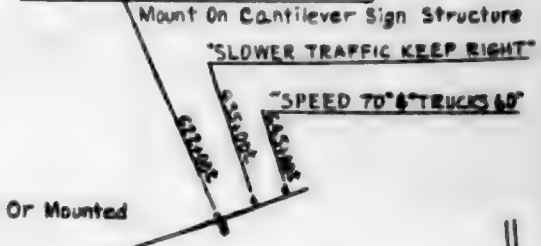


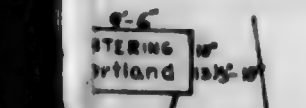











Sign Structure

BLVD INTCHGE IS BU

Foster Rd.
½ MILE

Mount On Cantilever Sign Structure

ENTERING Portland

ENTERING Multnomah Co.

Sign Structure

S.E. CRYSTAL SPRINGS

LEAVING Portland

ENTERING Clackamas Co.

MULTNOMAH COUNTY
CLACKAMAS COUNTY

570

571

530

"EXIT SPEED 45"

EXIT 16

205 SOUTH
Oregon City
Salem

EXIT 16
Johnson Cr. Blvd.

Mount On Sign Bridge

END FREEWAY
2 MILES

Mount On Cantilever Sign Structure

"SLOWER TRAFFIC KEEP RIGHT"

"SPEED 70" & TRUCKS 60"

Future 7'-6"x8'-0" Sign

END
FREEWAY
1 MILE

Structure Mount At Lester Ave. Or Mounted On Cantilever Sign Support

Install Anchors & Conduit For Future 25'-0"x6'-6" & 7'-6"x8'-0" Signs

"SLOWER TRAFFIC KEEP RIGHT"
621+50±

"SPEED 70" & TRUCKS 60"
611+50±

634+00±

600

600

EXIT 14

Sunnyside Rd.
1 MILE

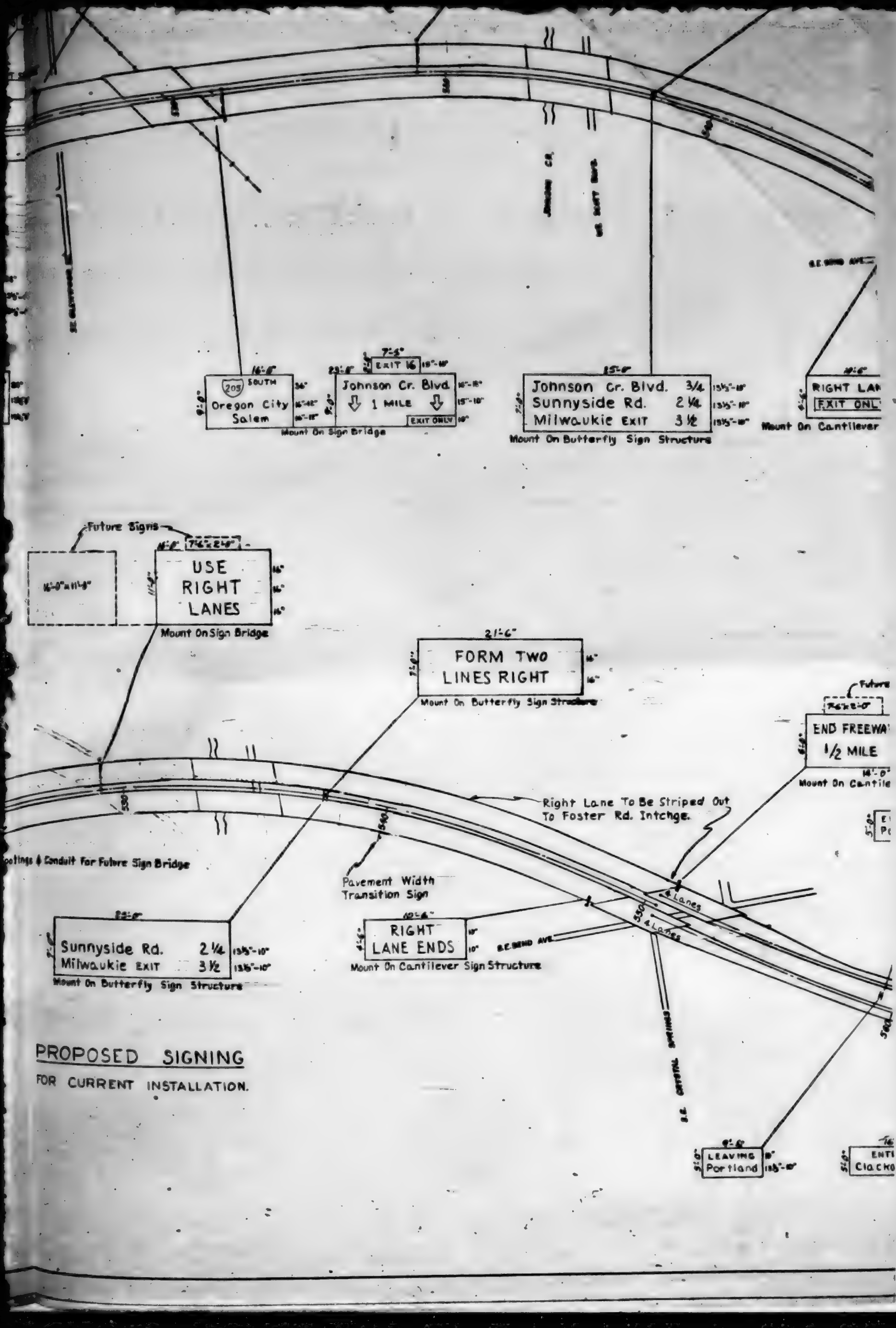
Mount On Structure
(Sign Approved On Sunnyside Rd. Intchge. Study Plans)

Sunnyside Rd. ½
Milwaukie EXIT 1¾
Webster Rd. 2½

Mount On Cantilever Sign Structure

MULTNOMAH COUNTY
CLACKAMAS COUNTY

Note: Make provisions for conduit for future sign bridge at Sta. "LS" 573+00±. Install no footings.



PROPOSED SIGNING

FOR CURRENT INSTALLATION.

EXIT 18
WEST
City Center
Mt. Hood
EXIT ONLY
Mount On Sign Bridge

EXIT 17
Foster Rd.

EAST
Seattle
The Dalles

EXIT 16
WEST
City Center
Mt. Hood
1 MILE
Mount On Sign Bridge

EXIT 16
SOUTH
Oregon City
Salem

Johnson Cr. Blvd.
1 MILE
EXIT ONLY
Mount On Sign Bridge

Johnson Cr. Blvd. 3/4
Sunnyside Rd. 2 1/4
Milwaukie EXIT 3 1/2
Mount On Butterfly Sign Structure

RIGHT LA
EXIT ONL
Mount On Cantilever

Future Signs

USE
RIGHT
LANES
Mount On Sign Bridge

FORM TWO
LINES RIGHT
Mount On Butterfly Sign Structure

Future

END FREEWA
1/2 MILE
Mount On Cantile

Right Lane To Be Striped Out
To Foster Rd. Intchge.

tall Footings & Conduit For Future Sign Bridge

Pavement Width
Transition Sign

Sunnyside Rd. 2 1/4
Milwaukie EXIT 3 1/2
Mount On Butterfly Sign Structure

RIGHT
LANE ENDS
Mount On Cantilever Sign Structure

4 Lanes

PROPOSED SIGNING

FOR CURRENT INSTALLATION

"RIGHT LANE MUST TURN RIGHT"
"DO NOT ENTER"
"DO NOT ENTER"
"DO NOT ENTER"
Thermoplastic Pavement Arrows
"SIGNAL AHEAD"
"EXIT"
LEFT LANE MUST TURN LEFT
"LEFT LANE MUST TURN LEFT"
Structure Mount
WRONG WAY
"DO NOT ENTER"
"WRONG WAY"
"SIGNAL AHEAD"
2 Lanes
"MERGE"
"DO NOT ENTER"
"DO NOT ENTER"
Pavement Transition Sign
LEFT LANE MUST TURN LEFT
Structure Mount
"LEFT LANE MUST TURN LEFT"
"DO NOT ENTER"
"RIGHT LANE MUST TURN RIGHT"
Foster Road
Woodstock Blvd
18'-0"
Foster Rd. EASTBOUND
Mount On Sign Bridge
205 SOUTH RIGHT LANES
205 SOUTH Oregon City Salem
Mount On Sign Bridge
205 JCT ¼ MILE
Mount On Cantilever Sign Structure
208 NORTH Seattle The Dalles
205 SOUTH Oregon City Salem
Mount On Sign Bridge
Foster Rd. EASTBOUND
205 SOUTH Oregon City Salem
Mount On Sign Bridge

NOTE: All Intersections Shown On Foster Rd. & Woodstock Blvd. Will Be Signalized. All Signs Required For Prohibited Turns Should Be Shown On The Signal Plans.

205 SOUTH Oregon City Salem
Mount On Sign Bridge
205 JCT ¼ MILE
Mount On Cantilever Sign Structure
Foster Rd WESTBOUND
Mount On Sign Bridge
Future Signs
Delete
Future Signs
Foster Rd. WESTBOUND
Mount On Sign Bridge
Foster Rd. EASTBOUND
Foster Rd. EASTBOUND RIGHT LANE
EXIT 17
"EXIT SPEED 45"
"DO NOT ENTER"
Thermoplastic Pavement Arrows
"SIGNAL AHEAD"
"DO NOT ENTER"
"WRONG WAY"
"DO NOT ENTER"
"WRONG WAY"
"SIGNAL AHEAD"
Future
"DO NOT ENTER"
Future
"DO NOT ENTER"
"RIGHT LANE MUST TURN RIGHT"
"LEFT LANE MUST TURN LEFT"
Foster Road
Woodstock Blvd
2 Lanes
Install Footings & Conduit For Future Sign Bridge
LEFT LANE MUST TURN LEFT
Mount Both Signs On Temporary Supports
205 SOUTH Oregon City Salem
Mount On Sign Bridge
205 SOUTH RIGHT LANES
Foster Rd. EASTBOUND
205 SOUTH Oregon City Salem
Mount On Sign Bridge
205 SOUTH Oregon City Salem
Mount On Sign Bridge
205 JCT ¼ MILE
Mount On Cantilever Sign Structure

13'-6" 205 SOUTH Oregon City Salem — Mount On Sign Bridge
12'-6" 205 NORTH Seattle The Dalles — Mount On Sign Bridge
16'-0" 205 NORTH Seattle The Dalles — Mount On Sign Bridge
12'-0" Foster Rd. WESTBOUND — Mount On Sign Bridge
18'-0" 205 NORTH Seattle The Dalles — Mount On Sign Bridge
6'-6" JCT 205 ½ MILE — Mount On Cantilever Sign Structure
16'-0" Foster Rd. WESTBOUND — Mount On Sign Bridge
Foster Rd. EASTBOUND RIGHT LANE
205 NORTH RIGHT LANE
9'-6" Foster Rd. EASTBOUND
"RIGHT LANE MUST TURN RIGHT"
"DO NOT ENTER"
"DO NOT ENTER"
"DO NOT ENTER"
Thermoplastic Pavement Arrows
"SIGNAL AHEAD"
"EXIT SPEED 45"
1 Lane
9'-6" LEFT LANE MUST TURN LEFT — Structure Mount
"LEFT LANE MUST TURN LEFT"
"WRONG WAY" "DO NOT ENTER" "WRONG WAY"
"SIGNAL AHEAD"
"MERGE"
Pavement Transition Sign
8'-6" LEFT LANE MUST TURN LEFT — Structure Mount
"LEFT LANE MUST TURN LEFT"
"DO NOT ENTER"
"DO NOT ENTER"
"RIGHT LANE MUST TURN RIGHT"
Foster Road
Woodstock
16'-0" Foster Rd. EASTBOUND — Mount On Sign Bridge
12'-6" 205 NORTH Seattle The Dalles — Mount On Sign Bridge
13'-6" 205 SOUTH Oregon City Salem — Mount On Sign Bridge
6'-6" 205 SOUTH RIGHT LANES
12'-0" Foster Rd. EASTBOUND
16'-6" 205 SOUTH Oregon City Salem — Mount On Sign Bridge
17'-0" 205 SOUTH Oregon City Salem — Mount On Sign Bridge
6'-6" JCT 205 ½ MILE — Mount On Cantilever Sign Structure

NOTE: All Intersections Shown On Foster Rd. & Woodstock Blvd. Will Be Signalized. All Signs Required For Prohibited Turns Should Be Shown On The Signal Plans.

13'-6" 205 SOUTH Oregon City Salem — Mount On Sign Bridge
Future Signs
16'-0" x 10'-6" — Delete
17'-0" x 10'-6"
14'-8" x 10'-6"
7'-6" x 2'-0" Future Signs
6'-6" JCT 205 ½ MILE — Mount On Cantilever Sign Structure
16'-0" Foster Rd WESTBOUND — Mount On Sign Bridge
12'-0" Foster Rd. WESTBOUND — Mount On Sign Bridge
9'-6" Foster Rd. EASTBOUND
9'-6" Foster Rd. EASTBOUND RIGHT LANE
6'-0" EXIT 17
"DO NOT ENTER"
Thermoplastic Pavement Arrows
"SIGNAL AHEAD"
"EXIT SPEED 45"
"DO NOT ENTER"
"WRONG WAY" "DO NOT ENTER" "WRONG WAY"
"SIGNAL AHEAD"
"DO NOT ENTER"
Future
Future
Install Footings & Conduit For Future Sign Bridge
9'-6" LEFT LANE MUST TURN LEFT
Mount Both Signs On Temporary Supports
13'-6" 205 SOUTH Oregon City

8127

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 26, 1973

TO Mr. Robert N. Bothman, Metropolitan Engineer

ORIGINAL SIGNED BY
J. H. VERSTEEG

FROM Mr. J. H. Versteeg, Road Design Engineer

SUBJECT S. E. Foster Rd.-S.E. Causey Ave. Section
East Portland Freeway
(I-205)

In reviewing the S. E. Foster Road-S. E. Causey Avenue Section (Paving, Signing and Illumination) scheduled October, 1973, and the future S. E. 89th Ave.-S. E. 106th Avenue Section (Foster-Woodstock Couplet) scheduled the first quarter of 1974, we have found that the traffic movements on and off of I-205 freeway could better be served if the "W-OFF" and the "W-ON" ramps were widened to provide for a full two lanes from the gore locations down to where they connect to Woodstock Blvd.

In order to accomplish this on the ON and OFF ramps would require minor adjustments in grades, earthwork and drainage.

Enclosed please find plans, profiles, cross sections and typical sections showing these revisions.

Please review and take appropriate action to include these revisions on the S. E. Foster Road-S. E. Causey Avenue Section (Grading) now under contract.

WEC:jg
cc: E. S. Hunter
C. T. Keasey

NOTED
E. S. HUNTER

RECEIVED
JUN 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8128 Taft Cemetery (Lincoln City) 1975
Sec., Oregon Coast Hwy.
(Grading & retaining wall)

8128

OREGON STATE HIGHWAY DIVISION

Robert Straub
TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 28, 1975

State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Emily Rohde

Re: Hannan Bros.
Contracts 8128 & 7977

Please transfer $7,000.00 deposited in lieu of retainage on contract 8128 (Safekeeping Receipt 1589) to contract 7977. Contract 8128 has been finaled with the contractor, Hannan Brothers Construction Inc.

Janice M. Peterson
Contract Payments Executive

JP:pl

cc: Hannan Bros. Construction Inc.

bc: C. W. Head R. Church
J. Bond C. Barrett

NOTED
C. W. HEAD

8128

B

August 7, 1975

Safeco Insurance Co.
1500 S.W. 1st Avenue
Portland, OR 97201

Gentlemen:

On July 21, 1975, we wrote to you concerning release of final payment on Contract No. 8128 awarded to Hannan Bros. Construction, Inc., for work on the Taft Cemetery (Lincoln City) Section of the Oregon Coast Highway in Lincoln County.

Final payment on this contract is $423.55 and the total contract amount is $148,450.01. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Hannan Bros. Construction, Inc.
8410 S.E. Otty Road
Portland, OR 97266

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8138

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

R

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: June 26, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Hannan Bros. Construction
Contract 8128

TCD No. 4 186371, in the amount of $7,000.00, has been deposited in lieu of retainage on contract 8128. (Safekeeping Receipt 1589).

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

REDD

RECEIVED

128.1307

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1589

Received for Account of: Hannan Bros. Construction
8416 Otty Road
Address: Portland, Oregon 97266

Date: June 24, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Safekeeping Receipt - U.S. National Bank Time Certificate of Deposit dated 6/23/75 due 7/23/75 U.S. National Bank of Oregon Union Avenue Branch	#130602 #4-186371	1	120,000				$ 7,000.00
							$ 7,000.00

Purpose of Deposit: In lieu of retainage on State Highway Contract No. 8128

Authority: ORS 279.575

Countersigned by: Emily Rohde, Deputy Cashier

SPECIAL INSTRUCTIONS

Jean A. Addams
State Treasurer

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

June 24, 1975

Hannan Bros. Construction
8416 Otty Road
Portland, Oregon 97266

Gentlemen:

Enclosed please find Oregon State Treasury Safekeeping Receipts dated June 24, 1975 as follows:

No. 1588	$ 113,000.00	on State Highway Contract No. 7977
No. 1589	7,000.00	on State Highway Contract No. 8128

The above covers Time Certificate of Deposit No. 4-186371, in the amount of $120,000.00, due 7/23/75 under U.S. National Bank of Oregon Safekeeping Receipt No. 130602.

We are cancelling State Treasurer's Safekeeping Receipt No. 1484 in the amount of $100,000.00.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division; Attn. Dick Hacek

COPY

8128 R

FORM 81-734-5001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Taft Cemetery (Lincoln City)		WEEK ENDING: 14 June 1975
		SECTION PREFIX: 21-1609
HIGHWAY: Oregon Coast		COUNTY: Lincoln
NAME OF JOB: Taft Cemetery (Lincoln City)	KIND OF WORK: Grading & Structure	
CONTRACTOR: Hannan Bros. Construction, Inc.	CONTRACT NUMBER: 8128	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 4 March 1975	DATE WORK STARTED: 31 March 1975	ESTIMATED COMPLETION DATE: 6-13-1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 1	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 100	WORK DAYS USED / CALENDAR DAYS USED: 82
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 82
PROJECT AUTHORIZATION: $175,164.55		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 %
EXCLUSIVE OF ENGINEERING: $161,274.85	ENGINEERING AUTHORIZATION: $13,889.70	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $154,330.00	ENGINEERING COST TO DATE: $10,500.	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98 %
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2	PERCENT OF AUTHORIZATION: 75 %	DATE PROJECT WAS COMPLETED: 13 June 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.13				
MILES PARTIALLY COMPLETED	0.13				
MILES COMPLETED	0				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3000 CY				
TOTAL QUANTITIES CORRECTED TO DATE	3000 CY				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3000 CY				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	na				
NUMBER OF SHIFTS PER DAY	1				
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK:

1 loader backhoe (100 C Series), 2 dump trucks,

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16128							
PERCENT	100 %							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	1		
MONDAY	Clear	1		
TUESDAY	Clear	1		
WEDNESDAY	Clear	1		
THURSDAY	Clear	1		
FRIDAY	Clear	1		
SATURDAY				

Routing: Keasey, Bond, Jackmond, Harwood, Johnsen, Walker, Richards, Glenn, Berg

RECEIVED
JUN 16 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
June 8 SUNDAY	
9 MONDAY	Cement mason painted wall (1st coat); continued backfilling behind wall; finished placement of 8" perf pipe and special drain material.
10 TUESDAY	Continued backfilling behind wall & sloping 1½:1 Applied 2nd coat of paint to wall.
11 WEDNESDAY	Continued bakcfilling behind wall.
12 THURSDAY	Continued backfilling behind wall. Cement mason continuing touching up wall.
13 FRIDAY	Contractor cleaning up around wall. Subcontractor setting up 325 Lin Ft type 1 guard rail. Everything being finished up today.
SATURDAY	

REMARKS

This is the final Field Eng'r's Weekly Report for this project.
Contract # 8128 finished and awaiting Semi-final inspection.

SIGNED Charles W. Elroy LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8128

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE February 17, 1975

TO E. S. Hunter
Assistant State Highway Engineer

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Finance Approval
Taft Cemetery Retaining Wall
Taft-Delake Section, Oregon Coast Highway

NOTED
E. S. HUNTER

An erosion and slide problem has developed on the Oregon Coast Highway at the Taft Cemetery just south of Taft in Lincoln County. The cemetery property is directly across the highway from the Inn at Spanish Head. Some sliding has occurred in the past, requiring removal by maintenance forces. Since future slope failure will endanger grave sites in the cemetery, remedial measures are necessary.

This remedial work can best be accomplished by installation of a concrete retaining wall adjacent to the highway, which will prevent future encroachment on the cemetery. The cost of the wall is estimated at $188,610.

On February 14, 1975, Chairman Jackson approved placing this project on our current construction schedule using Minor Betterment Funds, with a contract letting on February 27, 1975.

cc Glenn L. Jackson
C. W. Head
George M. Baldwin
A. E. Johnson
H. S. Coulter
L. W. Rulien
Don Harwell
J. B. Boyd
D. H. Moehring
C. O. Fredrickson
Ben Gifford
V. E. Skoog

ESH:js/FBK:ms

RECEIVED
FEB 17 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8128

12-31-74

FINAL DESIGN
UNIT
DEC 3 0 1974
DESIGN SECTION

Taft Cemetery

R/W Costs

For Retg Wall $2250

For Slopes $2750

J. Oakes

3068

NOTED
E. S. HUNTER
cc Prednekoon
Veroteg.
Wolfe
1-2-75

RECEIVED
DEC 31 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8128

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 12, 1974

TO C. O. Fredrickson
Regional Engineer

ORIGINAL SIGNED
E. S. HUNTER

FROM E. S. Hunter
Assistant State Highway Engineer

SUBJECT Taft Cemetery Retaining Wall
Taft-Delake Section
Oregon Coast Highway

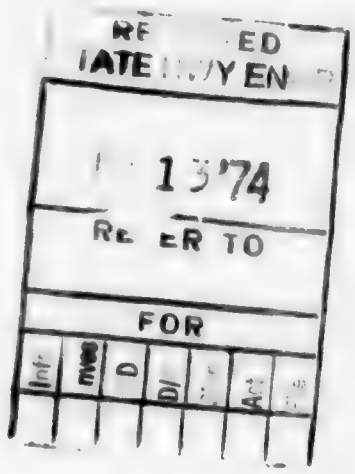
The present estimate of cost for building a retaining wall at the subject location is $210,000, not including some miscellaneous work to be accomplished by maintenance crews. Off hand, this estimate appears to be higher than would be the cost of purchasing enough property from the Cemetery Association to properly slope the cutbank, protect it with gravel material, covered by sod and plantings. Resloping the cutbank would require relocating a portion of the cemetery road. On a replacement in kind basis, this should not be expensive.

Please prepare an estimate of cost for the above outlined correction, including acquisition of the necessary right of way from the Cemetery Association.

If you need the location data, it is in Final Design.

ESH:js

cc: F. B. Klaboe
A. E. Johnson
J. B. Boyd
L. W. Rulien
J. H. Versteeg
W. J. Hart



8128

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon ~~State Highway~~ Transportation Commission

DATE December 9, 1974

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Finance Approval
Taft Cemetery Retaining Wall
Taft-Delake Section, Oregon Coast Highway

An erosion and slide problem has developed on the Oregon Coast Highway at the Taft Cemetery just south of Taft in Lincoln County. The cemetery property is directly across the highway from the Inn at Spanish Head. Some sliding has occurred in the past, requiring removal by maintenance forces. Since future slope failure will endanger grave sites in the cemetery, remedial measures are necessary.

This remedial work can best be accomplished by installation of a concrete retaining wall ~~approximately 450 feet long~~ adjacent to the highway, which will prevent future encroachment on the cemetery. The cost of the wall is estimated at ~~$325,000~~ $185,610

I recommend your approval which will place this project on our current construction schedule using Minor Betterment Funds, with a contract letting ~~in January 1975~~. Feb. 27, 1975

This ~~matter~~ will be on the agenda for your consideration at the ~~December~~ 18 meeting.

Approved by GLJ 2-14-75

F. B. Klaboe

8128

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

NOTED H. S. COULTER

FILE: 21-1422

November 4, 1974

FROM: T. W. Litchfield
REGION OPERATIONS ENGINEER

TO: Walter J. Hart
BRIDGE ENGINEER

SUBJECT: Location Data
Taft Cemetery Association
DeLake - Taft Section
Oregon Coast Highway
Lincoln County

Herewith you will find the following data on the subject project:

3 copies	Quantity Summary & Cost Estimate
1 copy	Narrative Report
1 copy	Environmental Statement
3 each	Property Deeds
1 each	Assessor's Plat with affected ownerships
1 each	Report on Condition of Survey Maker
1 each	Description of Bench Mark
1 each	Report of Bench Mark Recoveries
1 copy	Statement of Material Sources
1 copy	Locating Engineer's Statement
1 pad	Quantity Calculations
1 book	Field Notes
1 roll	Detail Map (mylar)
~~1 roll~~	~~Utilities Map~~
1 roll	Traffic Lane & Sign Plan
1 roll	Retaining Wall Profile
1 roll	Cemetery Plat
2 rolls	Cross Sections

You have previously developed at least 3 preliminary designs for this retaining wall. As a result of that work we are determined, after meeting with representatives of the Taft Cemetery Association,that the best plan to pursue would be one providing a "middle" height wall that will allow the cemetery road to remain in place undisturbed. The design proposed in the enclosed information should fulfill that criteria.

As you know this project has dragged on for at least a year and a half in an effort to devise some "cheap" solution. But the proposed design is no less expensive than those previously proposed. Therefore I feel we must face up to the fact that whatever we do here is going to cost in the neighborhood of

RECEIVED
NOV 5 1974
Office of
Assistant State Highway Engineer

$300,000 and expedite this project as much as possible. Radio Station KBCH is now prodding us for action on the project and it appears that unless something is done in the immediate future the cemetery road will slide into the Oregon Coast Highway.

Therefore, please solicit whatever help you require from the location and design section so that this project may be contracted as soon as possible.

TWL:lb

cc: H. S. Coulter ✓
V. D. Wolfe
J. H. Versteeg
H. C. Johnson
H. H. Patterson

PS: You will also find included a folder of information you have worked up previously for this project.

8128

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
May 2, 1974

RECEIVED
MAY 3 1974
Office of
Assistant State Highway Engineer

FILE: 21-18

FROM: T. W. Litchfield
REGION OPERATIONS ENGINEER

TO: Memo to the Files

SUBJECT: Retaining Wall
Taft Cemetery Association
MP 117.3, Delake-Taft Section
Oregon Coast Highway
Lincoln County
Bridge No. 16128

NOTED
H. S. COULTER

A meeting was held in the field at the Taft Cemetery on April 30, 1974, with Messrs T. D. DeForest and Ernest Hill of the Cemetery Association, and Howard Johnson, H. H. Patterson, Charles Elroy, and myself of the OSHD.

We examined the two plans submitted to this office by Mr. L. L. Wallace with his letter dated March 18, 1974, (plans 2 and 4) after Mr. Patterson had staked the two plans in the field.

After examination, the Cemetery Association people decided the plan they preferred was plan 2 which does not disturb the Cemetery access road. In spite of the fact that this is the more expensive of the two plans presented, I favor this plan since it does not disrupt the area as much as plan 4.

After our meeting, we observed that the length of the wall, as proposed in plan 2, was insufficient to adequately handle the situation, so I will gather up information from field work performed by Paul Barnhart, Loren Weber and H. H. Patterson and send it to Mr. Patterson for the preparation of a design. This will complete all work on the easterly side of the highway from the overcrossing of the driveway to the Inn of Spanish Head north to the road approach immediately north of the Cemetery property.

This will increase the cost of this total project but it will provide a finished segment of work across the Cemetery frontage on the Oregon Coast Highway.

It will be desirable if we can get this information assembled and a project to contract by July 25, 1974.

TWL/elk
cc: H. S. Coulter
W. J. Hart
H. C. Johnson
H. H. Patterson

K

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION RECEIVED

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 11, 1974

FILE: [illegible]

MAR 12 1974

Office of Assistant State Highway Engineer

NOTED
H. S. COULTER

FROM: T. W. Litchfield
REGION OPERATIONS ENGINEER

TO: H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT: Retaining Wall
Taft Cemetery Association
MP 117.3, DeLake-Taft Section
Oregon Coast Highway
Lincoln County
Bridge No. 16128

REFER TO 4-5-74
E. S. Hunter
BY ASST. STATE HWY. ENGR.

Page 2

A meeting was held in the office of Ralph Salter, Section Foreman at Lincoln City with members of the Taft Cemetery Association. Howard Johnson, Ralph Salter and the undersign represented the State, and Mr. Abrams and five other board members represented the Cemetery Association.

for placing in the stream of jobs to get done. — HSC

I explained the three plans the State had developed and also mentioned the reinforced earth plan which we had considered but had not developed. They were reassured to hear that the State had not forgotten or ignored their problem. After I explained the several alternates to them, they were quite emphatic in stating that they did not like the high wall proposal. Infact, they preferred the low wall proposal with a resloped bank. I left with them the water color drawing of the middle height wall which they would use to present to their annual meeting during the afternoon.

RECEIVED
APR 26 1974
Office of Assistant State Highway Engineer

On March 7, 1974, I met briefly with Jerry Backstrand of the Bridge Section, and requested him to re-examine this situation and produce a design that would preserve the cemetery road in its existing position, provide the lowest wall that will retain the slope and the steepest slope that will support vegetation between the top of the wall and the existing cemetery road.

4-25-74 OE E14 (C Rubin Verstag Asst.

There is attached a letter from the Acting Secretary of the Taft Cemetery Association, Sylvia Deforest which states that the Association approved "Plan 3" at their annual meeting on March 5, 1974. (Plan 3 is the least expensive of the 3 plans explained to Mr. Abrams and the other members of the Association.) Although, not detailed in the attached letter, the "stipulations" mentioned in the letter included that the Cemetery Association would provide whatever right-of-way is necessary for the construction of this wall without cost to the State. Other stipulations would include the Cemetery Association's agreement to allow their road to be relocated to the east as presently proposed in our so called "Plan 3."

4-29-74 Copy 2

Jobs Backstrand is working on is essentially the same as "plan 3" approved by Cemetary Assn. (from TWL) HSC

RECEIVED
APR 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

By a copy of this letter, I am requesting the Bridge Section to proceed with the design as discussed with Mr. Backstrand so that a contract may be let for this work as soon as possible.

TWL/elk
Attachs.
cc: W. J. Hart
C. W. Elroy
H. C. Johnson
H. H. Patterson

T. D. DeFOREST
Star Route
Lincoln City, Oreg. 97367

Star Route Box 565
Lincoln City, Oregon 97367

March 6, 1974

Mr. T. W. Litchfield
Salem, Oregon

REGION 2 ENGINEER
RECEIVED
MAR 7 1974
RE RCE RRE RTE RUE
ULE GEO TA F.L.S

Dear Mr. Litchfield:

The Taft Cemetery Association met in the afternoon of March 5th and accepted Plan 3 (with 7 foot wall) with the stipulations agreed by the committee who met with you earlier in the day.

We are looking forward to the starting of this project.

Sincerely

Sylvia DeForest
Acity Sec.

8129 Blodgett-Gellatly Summit Sec.1975
Corvallis-Newport Hwy.
(grade,pave, & structure)

A + K 547 -2/5/18

Copies of all Correspondence
Blodgett - Wheeler &c.
filed in Corr. 31-2
Corr. - Newport
Hall Sly - Wheeler &c.

8124

STATE COPY

8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	n Approved; O M B No. 04-R 089
MONTHLY TRANSACTION NUMBER 8-54		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Benton
MODIFICATION NUMBER #4	5-7-18	Project Number RF-222(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 26 , 19 75 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 902,980.00	$ 908,000.00
Federal funds	$ 774,756.00	$ 779,060.00
Other revisions		

This modification is made for the following reasons:

Increase in contract engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of August , 1978 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Technical Services Engineer
(Title)

By for: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

58717

Form FHWA-2A
(Rev. 10-75)

Previous editions are obsolete

Gen-File

Oregon State Highway Division
Salem, Oregon July 28, 1978

Federal Aid Project
No. RF-222(8)

BLODGETT-GELLATLY SUMMIT SECTION
CORVALLIS-NEWPORT HWY. IN BENTON COUNTY

Revised Project Agreement Estimate

Type Code 6204
Roadway (Sta. 2110+62 to Sta. 2222+50)
Subtotal on previous estimate of April 30, 1976 $718,822.08

Previous Estimate		
Slide Correction (EW)	All Required	$ 10,000.00
Excavate Below Subgrade (EW)	All Required	10,000.00
		$ 20,000.00
Revised Estimate		
Slide Correction (EWO 3)	All Required	$ 30,048.00
Excavate Below Subgarde	All Required	---
SF06 Revise Guardrail Radius	All Required	1,000.00
		$ 31,048.00
	Increase	$ 11,048.00
	Subtotal	$729,870.08
	Engineering	103,549.92
	TOTAL	$833,420.00

Type Code X080
Bridge #773A (Sta. 2141+56 to Sta. 2142+39.92)
Total same as previous estimate of April 30, 1976 $ 74,580.00

Length of Roadway . . . . . 2.103 miles
Length of Structure . . . . . 0.016 mile
TOTAL 2.119 miles

Cost of Roadway Per Mile $396,300.52

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$833,420.00	$715,071.00	$118,349.00
Structure	74,580.00	63,989.00	10,591.00
TOTAL	$908,000.00	$779,060.00	$128,940.00

Group 1 - 100%
Contract No. 8129
Prefix - 2-1078

8129

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-18-76		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Benton
MODIFICATION NUMBER 3	10-18-76	Project Number RF-222(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 26, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 890,443	$ 902,980
Federal funds	$ 696,237	$ 774,756
Other revisions		

This modification is made for the following reasons: To include additional approved SFO work and increase in EWO costs and increase federal aid pro rata to 85.8% (Clause "B") which results in a decrease in previous 100% funding under PL 94-30 to a net of $126,443

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of October, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

56717

Oregon State Highway Division
Salem, Oregon October 12, 1976

Federal Aid Project
No. RF-222(8)

BLODGETT-GELLATLY SUMMIT SECTION
CORVALLIS-NEWPORT HWY. IN BENTON COUNTY

Revised Project Agreement Estimate.

Type Code 6204		
Roadway (Sta. 2110+62 to Sta. 2222+50)		
Subtotal on previous estimate of April 30, 1976		$718,822.08
Previous Estimate		
Slide Correction (EW)	All Required	$ 10,000.00
Excavate Below Subgrade (EW)	" "	10,000.00
		$ 20,000.00
Revised Estimate		
Slide Correction (EWO 3)	All Required	$ 30,048.00
Excavate Below Subgrade	" "	--
SF06 Revise Guardrail Radius	" "	1,000.00
		$ 31,048.00
	Increase	$ 11,048.00
	Subtotal	$729,870.08
	Engineering	98,529.92
	TOTAL	$828,400.00
Type Code X080		
Bridge #773A (Sta. 2141+56 to Sta. 2142+39.92)		
Total same as previous estimate of April 30, 1976		$ 74,580.00

Length of Roadway - - - - - - - - - - - -	2.103 miles
Length of Structure - - - - - - - - - - - -	0.016 mile
TOTAL	2.119 miles
Cost of Roadway Per Mile- - - - - - - - -	$393,913.45

SUMMARY OF FUNDS

Description	Total Cost	*Federal Funds	State Funds
Roadway	$828,400.00	$710,767.00	$117,633.00
Structure	74,580.00	63,989.00	10,591.00
Total	$902,980.00	$774,756.00	$128,224.00

Group 1 - 100%
Contract No. 8129
Prefix - 2-1078

*Increase in federal aid pro rata to 85.8%

8,29.

STATE COPY

15

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 5-155
PROJECT REPORT NUMBER
MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5 - 76

Form Approved; O M B No. 04-R2089

State: Oregon

County: Benton

Project Number: RF-222(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 26, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 890,443	$ 890,443
Federal funds	$ 696,237	$ 890,443
Other revisions		

This modification is made for the following reasons:

The Project Agreement executed March 26, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 194,206."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C. J. Hunter G. E.

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. W. Green
(Division Administrator)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

8.29

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER: 5-75		State: Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Benton
MODIFICATION NUMBER: 1	5-14-76	Project Number: RF-222(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 26, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 878,289	$ 890,443
Federal funds	$ 686,734	$ 696,237
Other revisions		

This modification is made for the following reasons:

To include additional authorized work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C. J. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
G. L. Green *(Division Administrator)*

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Gen files

Oregon State Highway Division
Salem, Oregon, April 30, 1976

Federal-aid Project
No. RF-222(8)

BLODGETT-GELLATLY SUMMIT SECTION
CORVALLIS-NEWPORT HWY. IN BENTON COUNTY

Revised Project Agreement Estimate.

Type Code 6204
Roadway (Sta. 2110+62 to Sta. 2222+50)

Subtotal on previous estimate of March 19, 1975		$708,114.08
Additional Approved Items		
SFO 1, Consumers Power, Inc.	All Required	9,208.00
SFO 4, Permanent Signing	All Required	1,500.00
		$ 10,708.00
Subtotal		$718,822.08
Engineering		97,040.92
Total		$815,863.00
Total for structure same as previous estimate of March 19, 1975		$ 74,580.00

Length of Roadway - - - 2.103 Miles
Length of Structure - - 0.016 Mile

Total - - 2.119 Miles

Cost of Roadway Per Mile $387,951.98

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Roadway	$815,863.00	$637,923.00	$177,940.00
Structure	74,580.00	58,314.00	16,266.00
Total	$890,443.00	$696,237.00	$194,206.00

Group 1 - 100%
Contract No. 8129
Prefix: 2-1078

8129

STATE COPY

R.

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-6	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3-26-75	Form Approved; O.M.B. No. 04-R2089 STATE: Oregon COUNTY: Benton PROJECT NO.: RF-222(8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 20, Blodgett, N.E. 2.2 Mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	2-19-75	2.12

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 878,289	$ 686,734

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Johnson

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green *(Division Engineer)*

Date executed by Division Engineer 3-31-75

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

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The gas
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AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

#8129

9

JAMES A. REDDEN
ATTORNEY GENERAL

STATE OF OREGON 1859

DEPARTMENT OF JUSTICE

TRIAL DIVISION
~~State Office Building~~
Salem, Oregon 97310
Telephone: (503) 378-6313

211 Transportation Building

May 9, 1978

Mr. Jay Conroy
Attorney at Law
P.O. Box 1067
Corvallis, OR 97330

Re: Right of Way Trespass - R-40596
Blodgett-Mary's River Section
Corvallis-Newport Highway
David Hatfield

Dear Mr. Conroy:

Pursuant to our conversation on Friday, May 5, 1978, I am advising you of the State's official position relating to this problem. The gas tank that was buried is shown colored in red on the two attached drawings. The one drawing clearly shows that the gas tank is on state highway right of way.

With reference to the agreement that was entered into by a letter of March 5, 1976, to Mr. & Mrs. David Hatfield and signed by Gerald Wimer, Region II Construction Engineer, I must agree that it did provide that a land use permit would be issued, but did not specify the terms of the permit.

I have discussed the matter with Mr. Wimer and he recalls no commitment to Mr. Hatfield for utilization of the area behind the guardrail for anything other than access to his service station and for parking.

The 10,000 gallon gasoline tank that Mr. Hatfield has buried on state highway right of way will have to be removed from the highway right of way. The usage that would be allowed Mr. Hatfield under a land use permit, which can be issued, would be for access to his service station and the parking of vehicles on the highway right of way. This would not allow vehicles such as gas trucks and vehicles containing dangerous materials to be parked on the right of way, but would allow ordinary vehicles to be parked there while utilizing the service station facilities.

NOTED
H. S. COULTER

I have discussed this matter with Mr. Fredrickson the Regional Engineer and Mr. Johnson the District Engineer and we would be most happy to work out the terms of a land use agreement for Mr. Hatfield. Land use agreements for the utilization of state highway do not provide for the placement of any permanent improvements on right of way that is considered operating right of way and necessary for the proper maintenance and operation of a state highway.

If you have any further questions on this matter, please do not hesitate to contact me. My phone number in Salem is 378-4259.

Sincerely,

Jack L. Sollis
Assistant Attorney General

JLS:sb;hg

cc - C. O. Fredrickson
Howard Johnson
Jerry Wimer
J. B. Boyd

cc - H S Coulter
Continuing need for encroachment & lease problem sent to you earlier

JZ 5/11/78

5-15-78 cy

Bernard + Gene Coulter
Sollis + Sollis Law
would like to settle this
same case since
will get back
to you when
I get info.
Scott

RECEIVED
STATE HWY ENGR
MAY 12 '78
REFER TO
FOR
Info | Advise | R/D | O/R | Sign | Act | File

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-648

8129

7-16-17

cc: OSHD (H S Coulter)
Wash. D.C. (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT STATE COPY

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Benton	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
9-16-77	P. V. Riedl, Area Engr.		RF-222(8)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
7-1-76	12-15-76	112 %	210 cal. workdays
APPROVED EXTENSIONS	**LOCATION**		
12 CWD	Corvallis-Newport Hwy. Approx. 15 miles west of Corvallis		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BLODGETT-GELLATLY SUMMIT SECTION
CORVALLIS-NEWPORT HIGHWAY
Grading, Paving and Structure

This project consisted of grading, pacing lime-treated subgrade, cement-treated base, asphalt concrete pavement and constructing an 84' x 44' structure on 2.119 miles on the Corvallis-Newport Highway.

The project was completed on July 1, 1976, using 235 calendar days. The project was set up for 210 days and an extension of 12 days has been granted. Thirteen days of liquidated damages have been assessed for a total of $1,950.

The final contract amount was $709,465.55 which is a 5.3% underrun.

9-20 Kenny

RECEIVED
STATE HWY ENGR
SEP 20 '77
REFER TO
FOR
Info | Inves. | R/W | C.R. | Sign | Act | File

COPY SENT
SEP 19 1977
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: P. V. Riedl (Original signed by P. V. RIEDL)		SIGNATURE: G. K. Hossner (Original signed by G. K. Hossner)	
TITLE: Area Engr.	DATE: 9-19-77	TITLE: District Engr.	DATE: 9-19-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

FORM APPROVED RCS HNG-90-02
OMB NO. 04-R2274

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALS — To be completed by Washington Headquarters Personnel

1 | 2–4 | 5–8 | 9–12 | 13–15 | 16–18 | 19–22 | 23–24 | 25–27 | 28–30 | 31–33

PART A (To be completed by FHWA or State Highway Personnel (See instructions on reverse))

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN ( ) / RURAL (X)
Oregon	Benton	RF-222(8)	

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED
	CONSTRUCTION TYPE CODES		6204	X080	5-10-75
20	FINAL CONSTRUCTION COST	DOL.	$734,311	$65,654	DATE COMPLETED 7-1-76
21	LENGTH OF PROJECT	MILES	2.103	0.016	TOTAL NO. BRIDGES 1

PART B (To be completed by contractor - See instructions on reverse) (REMARKS Attach plain sheet of paper)

30	LABOR	TOTAL MAN HOURS 16,257	GROSS EARNINGS $149,363.

	ITEM	DESCRIPTION	UNIT		
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	$279,046	
	9	PETROLEUM PRODUCTS	GAL.	44,392	40,773
	1	CEMENT	BBL.	6,597	210
CARD C	2 92	AGGREGATES PURCHASED	TON.	30,865	
			CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.	14,347	
	4	LUMBER	THSD BD FT		1
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		63,460
	8	STRUCTURAL STEEL	LB.		28,224
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.	10	365
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	13,082	
	15 95	AGGREGATES PRODUCED	TON		
			CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.	750	
	19	BRIDGE RAIL	LIN. FT.		163
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 | 52–53 | 61–62 | 70

CARD H — CULVERT ITEMS

ITEM	SIZE (In.)	LGTH. (Lin. ft.)
6	CORRUGATED STEEL CULVERT	

CARD J

13	CONCRETE PIPE	
	12	84

CARD K

14	CLAY PIPE AND DRAIN TILE	

CARD L

25	CORR. ALUMINUM CULVERT	
	12	323
	18	436
	24	68
	30	128
	36	110

CARD M

26	[redacted]	
	6	623
	8	3,455

FORM FR-47 (REV. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, only the original of Form PR-47, typed or clearly lettered, and no carbon or "fast" copies, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 881-120

8129

1-6-77

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RF-222(8)

STATE PROJECT NO.: See below

FROM: G.L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RF-33

COUNTY NAME: Benton

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 14 '77
REFER TO Rules
FOR
Inf. | Invs. | R/W | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
2-19-75	6-23-76	Primary Route 22	Primary Route 33

GENERAL LOCATION:

"Blodgett-Gellately Summit"

GENERAL DESCRIPTION OF WORK:

Utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Utility Adjustment
Consumers Power Co.
TEC $1,716.50 - FF $1,472.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Preston's letter of 12-29-76 this will confirm the verbal authorization date to proceed of 6-23-76 by Paul Riedl of this office. Reimbursement on an actual cost basis is authorized subject to the provisions of the FHPM.

I approve the agreement with Consumer Power Co. consisting of the Company's billing and the State's letter of acceptance of 11-9-76 as furnished by Mr. Preston's letter of 12-29-76.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-6-77	G. K. Hammer	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975 651-590

8129

43

December 23, 1976

Safeco Insurance Company of America
1500 S.W. First Ave.
Portland, OR 97201

Gentlemen:

On December 21, 1976, we wrote to you concerning release of final payment on Contract No. 8129 awarded to Morse Bros., Inc., for work on the Blodgett-Gellatly Summit Section of the Corvallis-Newport Highway in Benton County.

Final payment on this contract is $4,651.05 and the total contract amount is $769,869.39 including $30,439.20 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

cc Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacak
C. O. Fredrickson

8129

1b

October 15, 1976

Morse Bros., Inc.
E. Grant Street
P. O. Box 7
Lebanon, OR 97355

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8129 for work on Blodgett-Gellatly Summit on the Corvallis-Newport Highway in Benton County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 12 days is granted: 11 days for general excavation overrun and 1 day for more traffic interference at the grade change.

The 11 days for added excavation is based on average productivity in July, 1975 when Extra Work Order No. 3 excavation was performed but is for only the net overrun from contract quantity because several thousand cubic yards of planned excavation was deleted by the grade change. Please also note that 4 days over the July 4, 1975 weekend were never charged to contract time because of a stop work order.

This leaves 13 days liquidated damages in effect. If you have further questions, please contact Resident Engineer Nelson, the Region 2 office, or the Construction Engineer.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
C. O. Fredrickson

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 13, 1976

FILE: CON 5 #8129

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Blodgett-Gellatly Summit
Contract No. 8129
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

Herewith request from Morse Bros. Inc. for a 32-day extension on this project. The contract was actually completed July 1, 1976 with 25 days liquidated damages assessed at $150 per day. Some pertinent dates are:

Bids opened	March 13, 1975
Contract sent	March 26,
Calendar workdays start	April 7, (210 calendar workdays allowed)
Contractor started work	April 10,
Contract time allowed elapsed	November 10,
Stop work order effective	November 20, 1975 to June 16, 1976, project 93% completed, top lift paving remaining
Contract complete	July 1, 1976 (25 days liquidated damages at $150 per day)

The contractor offers three reasons for extension:

1. Mechanical difficulties on lime treatment work.
2. Added slide work done under E.W.O. 3.
3. Grade change effect on traffic staging (related to the slide problem covered by E.W.O. 3).

The first reason is not believed to be valid for extension justification. The second reason is valid, but the contractor fails to recognize a couple offsetting factors. He apparently derives the 22 days requested on the second reason from July 3 to July 25. The E.W.O. 3 work was done within this time span, but not continuously. Some regular contract excavation was performed and time was not counted during a July 4 holiday weekend shutdown ordered from July 3 through July 6.

In connection with the slide control, a grade change was made raising the grade in the vicinity which reduced the general excavation work by several thousand yards. Although the slide excavation was performed on force account, the Resident Engineer does have a remeasure quantity for it, so he analyzed the time effect based on average rate of excavation production during the time the slide work was accomplished. Based on the net increase in general excavation from the plan quantity and adjusting for weekends, 11 days is attributed to the general excavation overrun. The key assumption here is that the general excavation added by the slide work was no more time consuming than the plan work.

RECEIVED
STATE HWY ENGR
OCT 15 '76
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

On the contractor's third reason, the Resident Engineer agrees that the grade change increased the traffic involvement at one end and recommends 1 additional day. This amounts to a total recommended extension of 12 days, leaving 13 days liquidated damages in effect. I concur in the Resident and Region derivations of this.

This is a Primary Federal-aid project. The recommended extension can be granted under delegated authority as participating. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8129 Contractor Morse Bros., Inc.

Highway Corvallis - Newport

Section Blodgett - Gellatly Summit

Kind of Work Grading, Paving, Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 12 day time extension of contract time; 11 days for general excavation overrun and 1 day for more traffic interference at the grade change. This leaves 13 days liquidated damages in effect.

Recommended for Approval:

Arnold Wimer
Division Engineer

for Construction Engineer or Bridge Engineer

Deputy State Highway Engineer

Contract No.	8129
Project designation	RF-222(8) (State Federal)
Date awarded	March 18, 1975
Work started	April 10, 1975
Per cent completed	100% July 1, 1976 (Date)
No. of Workdays Allowed	210
No. of Workdays Used	235
No. of Added Workdays Requested	32

RECEIVED

RECEIVED

RECEIVED

E-330 (Rev.)—8M—9-61

RECEIVED
AUG 31 1976
MORSE BROS. INC.
TANGENT

RECEIVED
AUG 13 1976
MORSE BROS. INC.
TANGENT

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract.

RECEIVED
SEP 02 1976
RESIDENT ENGR.
R. E. NELSON

Oregon State Highway Commission
Salem, Oregon 97310

Date August 11, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 210 days to 242 days, within which to complete our Contract No. RF 222 (8), without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter.

Respectfully submitted,

MORSE BROTHERS, INC.
Contractor

By Robert L. Morse Jr.

CONSENT OF SURETY

Date August 12, 1976

We, Safeco Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Roland N. King
Attorney-in-fact

Roland King
Resident Agent

(SEAL)

HARRISBURG
P. O. BOX 205
PHONE 995-6336

LEBANON
P. O. BOX
PHONE 258-8141

ALBANY
1759 S. E. KENNEL RD.
PHONE 928-2547

CORVALLIS
P. O. BOX 1126
PHONE 752-3428

SWEET HOME
2903 GREEN RIVER RD.
PHONE 367-6174

MORSE BROS., INC.

August 10, 1976

Mr. Richard Nelson
Resident Engineer
3700 Philomath Hwy.
Corvallis, Oregon - 97330

Re: Time Extension For OSHD Project No. RF-222 (8)

Dear Sir:

Morse Brothers, Inc. is requesting an additional Thirty Two (32) Days to be added to the original 210 calander work days for the following reasons:

1-- Unforseen mechanical difficulties during the lime treatment phase of the project. The estimated duration for the lime phase of the job was for Ten (10) days. Due to continual mechanical breakdowns on the MS PRM-7 Pulvamixer, Morse Bros., Inc. was forced to use a much smaller and less efficient machine to keep the operation going. The actual time for the lime treatment phase envolved 18 days of which all is attributed to the less efficient Rotavator.

Morse Bros. Inc. therefor requests an additional Eight (8) days for the aforementioned problems.

2-- A complete change in the excavating and grading phase of the project. This change was due to movement on the uphill side of the cut section at station 2165 to 2170. A job shut-down was in effect from July 3, 1975 to July 11, 1975 while waiting for the OSHD to decide what corrective action should be taken to stabilize the slide area. On July 11th and until July 16, 1975 Cordell Corp. was envolved in placing perf. pipe in order to relieve water pressue and allow excavation activities to commence. On July 14, 1975 M. O. Salmon began excavating material out of Slide Area and completed the Force Account work on July 24, 1975.

The work between the 14th & 24th of July that M. O. Salmon was doing consisted of removing material as directed by the OSHD, aeration of the excavated material in order to use in embankment, building up grades at both East and West end of aforementioned cut section, and reshaping and placing of shoulder material. This work was outside the original scope of the grading phase and prolonged the original contract by the same number of days.

Morse Brothers, Inc. feels that an additional Twenty Two (22) days are justified due to the change in grading requirements.

3-- Extra time spend for traffic relocation due to a change in Grade caused by the problem mentioned in Item #2 above. Morse Brothers, Inc. lost a day at each of the traffic switch-overs at Stations 2163 & 2177 due to increased amounts of excavation and basing material required at each location.

Morse Brothers, Inc. is requesting Two (2) additional days for the reasons mentioned in #3 above.

Morse Brothers, Inc. feels the total Thirty Two (32) Days are not unreasonable for extension on the original 210 Days.

Sincerely,

Robert R. Reinhard
Construction Superintendent
MORSE BOTHERS, INC.

RRR/hj

F-8127

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
(8)

STATE PROJECT NO.
[illegible]-Gellatly Summit

FROM: G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
PF-33

COUNTY NAME
Benton

PROGRAM STAGE (Check)
1. ☐ 2. ☐

TO:

Mr. W. Scott Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 2 '76
REFER TO
Public
FOR
Engr | R/W | D/R | Stan | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
2-19-75	7-12-76	Primary Route 22	Primary Route 33

GENERAL LOCATION:

Station 2140 +30

GENERAL DESCRIPTION OF WORK:

Remove radius guardrail and install radius guardrail with [illegible] II anchor.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 7-12-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. [illegible] in the amount of $1,000 - Federal Funds $780.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-28-76	[signature]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8129

FORM 81-796-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Blodgett - Gellatly Summit	SECTION: BLODGETT - GELLATLY SUMMIT	WEEK ENDING: July 17, 1976
CONTRACTOR: Morse Bros., Inc.	HIGHWAY: Corvallis - Newport	SECTION PREFIX: 2-1078
DATE OF CONTRACT: March 18, 1975	KIND OF WORK: Grading, Paving, Structure	COUNTY: Benton
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 0	CONTRACT NUMBER: 8129	FEDERAL AID PROJECT NUMBER: RF-222(8)
PROJECT AUTHORIZATION: $ 884,305.83	DATE WORK STARTED: April 10, 1975	ESTIMATED COMPLETION DATE: July 1, 1976
EXCLUSIVE OF ENGINEERING: $ 814,184.66	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: Work / 210	WORK DAYS USED / CALENDAR DATE USED: Work / 235
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 794,225	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 112
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN: 2.5 %	ENGINEERING AUTHORIZATION: $ 70,121.17	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
	ENGINEERING COST TO DATE: $ 96,500	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
	PERCENT OF AUTHORIZATION: 138 %	DATE PROJECT WAS COMPLETED: July 1, 1976

PROJECT COMPLETED - SEMIFINAL ESTIMATE WILL BE DELIVERED TO REGION OFFICE July 19, 1976.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		
			GRADING	SURFACING		Cem.Tr.Base	PAVING
MILES IN PROJECT			2.12	2.12		2.12	2.12
MILES PARTIALLY COMPLETED			2.12	2.12		2.12	2.12
MILES COMPLETED			2.12	2.12		2.12	2.12
TOTAL ESTIMATED QUANTITIES (CONTRACT)			74,420 cy	4,600 ton	28,200 ton	23,600 ton	13,360 ton
TOTAL QUANTITIES CORRECTED TO DATE			68,165 cy	5,100 ton	28,200 ton	23,617 ton	12,705 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			68,165 cy	5,100 ton	28,200 ton	23,617 ton	12,705 ton
AVERAGE DAILY QUANTITIES			0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			TIME EXPIRED				
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	773A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 7-11	Cloudy			
MONDAY 7-12	Ptly Cloudy			
TUESDAY 7-13	Fair			
WEDNESDAY 7-14	Fair			
THURSDAY 7-15	Fair			
FRIDAY 7-16	Fair			
SATURDAY 7-17	Fair (est.)			

Routing
___ Keasey
___ Bond
___ Jackmond
___ Harwood
___ Johnsen
___ Walker
___ Richards
___ Glenn
___ Berg

RECEIVED
JUL 19 1976
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	One man doing incidental cleanup.
FRIDAY	One man doing incidental cleanup.
SATURDAY	No activity. (week ending July 17, 1976)

REMARKS

Project completed July 1, 1976.

Minor cleanup remaining.

Final inspection held July 15, 1976 by G.W. Wimer, Region Construction Engineer; John Walker, Quality Control Engineer; Dick Schemelfenyg, FHWA; Howard Johnson, District Engineer; Dick Nelson, Res. Engineer; Ed Peyton, Region Bridge Maintenance Engineer; Lynn McKibben, Asst. District Engineer; Terry Connell, Asst. Res. Engineer; and Al Ferguson, Asst. Maintenance Foreman.

Semifinal estimate and supporting data will be delivered to Region Office on July 19, 1976.

SIGNED _____ LOCATION Corvallis

for Richard E. Nelson, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8129

STATE OF ORE ON

Highway Division

INTER FFICE MEMO

TO: Jim MacDonald
Deputy Ombudsman

DATE: May 20, 1976

FROM: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Shady Bend Store

In response to your inquiry about access to the Shady Bend Store, I have reviewed the file our field office has about the problem. Access rights were purchased from the landowners when right-of-way was acquired for the improvement of this section of highway. The landowner's remaining access would be from the county road adjacent to their property. The plans called for and guardrail has been installed (as shown on the attached sketch) to delineate the roadway and provide safe movement of traffic from the new facility to the county road.

The modification which has been proposed by our engineers would involve realignment of the end of this run of guardrail and provide utilization of the old roadway as a parking lot for the business under a land use agreement between the Highway Division and the owners of the store (shown crosshatched in green on the sketch), and the guardrail would be relocated as identified as "suggested revision" on the sketch.

The owners have not signed a release agreeing to this proposal and seem unwilling to agree to anything other than the location marked "owner's request" on the attached sketch map. We cannot concede to the owner's request because it would generate an unsafe cross traffic maneuver with a substantial increase in the accident potential.

We are willing to modify the installation and grant the land use permit if the owners will agree to the details as given in our letter to them dated March 5, 1976.

It is anticipated that the old right-of-way outside the new access control line will be abandoned. Because the project is nearing completion, the commitment from the Hatfield's is necessary within the next two weeks to permit making the revision part of the contract work. Funds are not available for doing the work at a later date.

I have a rather lengthy file on the subject and would be happy to furnish additional information if you wish.

HSC:ia

Att.

cc F. B. Klaboe
E. S. Hunter
R. L. Schroeder

81-128-1367

Approx. Location
Shady Bend Store
(Scaled from R/W Map)

Approx. area to be covered with Land Use Permit

Approximate location O.S. R/W line

Access Control line

Existing guard rail

Suggested revision

Owner's request

E.P. Old Rdwy

E.P. Old Rdwy

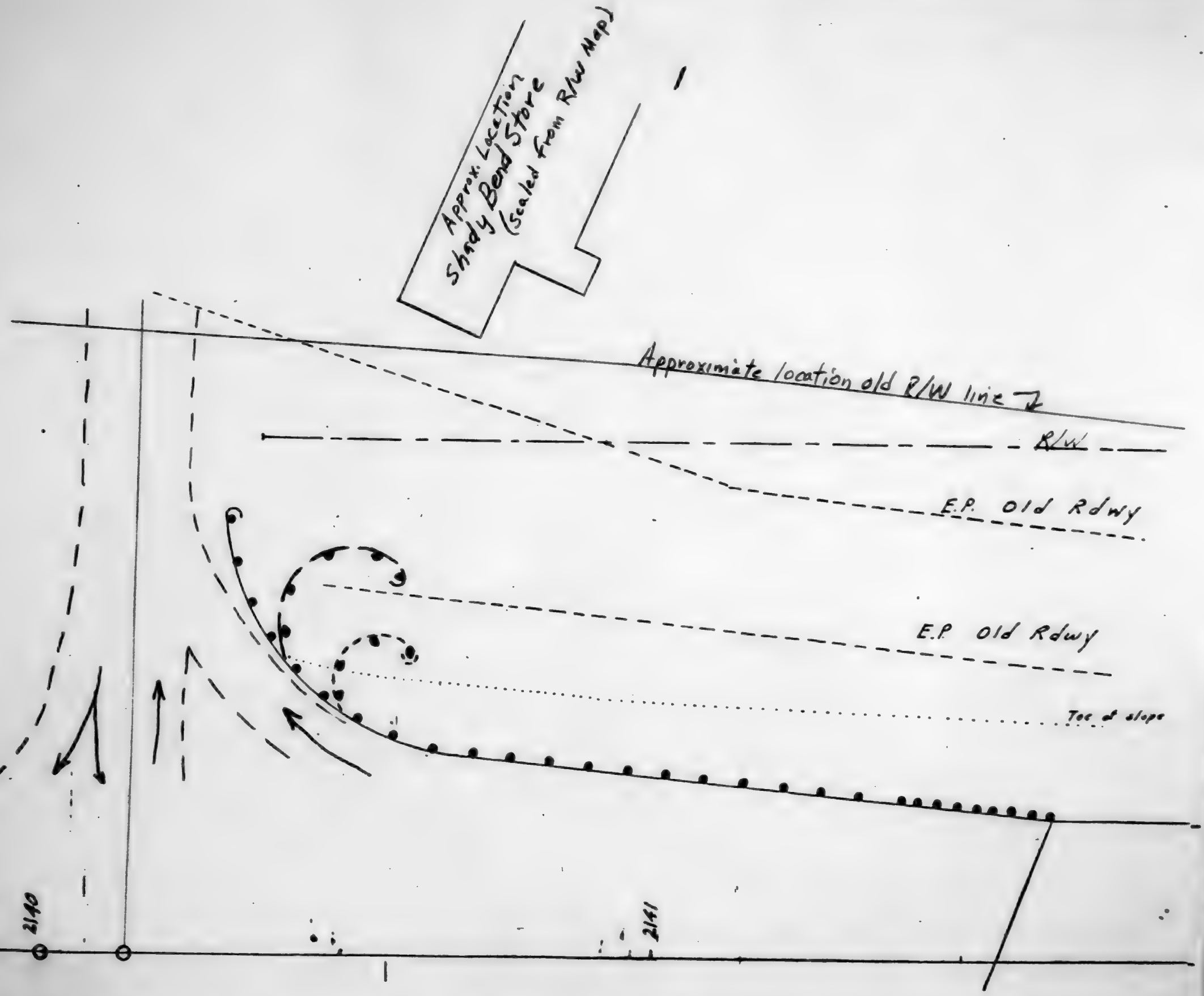
Toe of Slope

Unsafe traffic movement

2140

2141

New Bridge


Approx. Location
Shady Bend Store
(scaled from R/W Maps)
Approximate location old R/W line
R/W
E.P. Old Rdwy
E.P Old Rdwy
Toe of slope
2140
2141

3

Approx. Location
Shady Bend Store
Sketch from R/W Map

Approximate location old R/W line

R/W

E.P. Old Rdwy

E.P Old Rdwy

Toe of slope

2140

2141

Scott Coulter

2-1078
R/W file 40596

obert Straub
XXXXXXXXX

May 4, 1976

Mr. S. David Eves
Ringo, Walton & Eves
605 SW Jefferson Avenue
P. O. Box 1067
Corvallis, Oregon 97330

Dear Mr. Eves:

Subject: RW File 40596
Orrin C. Davis et al
Blodgett-Marys River Section
Corvallis-Newport Highway

Thank you for the opportunity to respond to your April 19, 1976 letter on behalf of Mr. and Mrs. David Hatfield requesting improved access to the subject frontage. It was unfortunate that my schedule for the last three weeks has prevented our meeting. However, Resident Engineer Richard E. Nelson has reviewed the situation with you and has reported your further thoughts on the matter.

A review has again been made. This included contacts with our Legal staff.

As indicated previously to the Hatfields, we are just as interested in highway safety as they are. Because of this, my previous offer must stand except that since we had verbal word that they were not agreeing, arrangements have been made for proceeding with honoring our previous commitment for abandonment of the old highway right of way outside of the new right of way line.

It should be noted there needs to be a time limit on the Hatfield's accepting the remaining portion of that offer inasmuch as completion of the current contract work will be undertaken in the near future and, hopefully, completed by July 15, 1976. We would need three or four weeks in advance of that date to arrange and complete the work offered. Otherwise, there is no straightforward way of paying for the added offered work. Our maintenance funds are too short, so that work must be done under the contract.

Some of our Division believe we are going too far in even offering to do what has been previously offered. Therefore, it is hoped you will encourage the Hatfields to accept.

Very truly yours,

ORIGINAL SIGNED BY
G. W. WIMER

Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

GWW/dea
cc: Mr. and Mrs. David Hatfield
bcc: Jack Sollis w/attach. Mr. Eve's and Mr. Nelson's letters.
C. T. Keasey w/attach. " " " "
L. W. Rulien w/attach. " " " "
Rod Henry w/attach. " " " "
Dick Nelson

FILE: 2-1076

FORM E-30

OREGON STATE HIGHWAY DIVISION

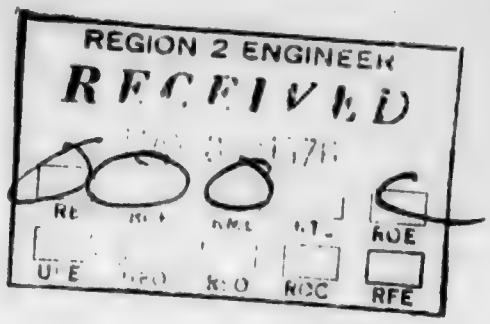
INTER-DEPARTMENT CORRESPONDENCE

Corvallis, OR

DATE April 30, 1976

TO G. W. Miner
REGION CONSTRUCTION ENGINEER

FROM Richard L. Nelson
Resident Engineer



SUBJECT Shady Bend Store
Contract 8129
Blodgett - Cellatly Summit

I met with Mr. Ives, Attorney for David Hatfield (Shady Bend Store), April 29, 1976.

Mr. Ives wanted to know what the State was going to do to help out poor Mr. Hatfield. I responded that an offer had been made to make some adjustment as Mr. Hatfield requested, and that offer had been rejected, and I asked what he expected, as the 3 post removal was what Mr. Hatfield had indicated would be satisfactory and when we agreed to do what he asked, he wants something else. Mr. Ives responded that the 3 posts had been our suggestion and Mr. Hatfield had indicated agreement only because of "slick words" and intimidation. I told Mr. Ives he was way off base, "slick words" had not been used and there were absolutely no efforts to intimidate anyone.

We then discussed why the guard rail was necessary; to protect the bridge end and to keep county road traffic from driving into the store and to prevent unregulated, diagonal, multiple movements to and from the highway.

Mr. Ives then asked if we can take 3 post out why can't we take six posts out and tighten the radius. I responded that before we did anything that we would expect some assurances that the matter would be closed, he agreed that was understood.

We discussed the deed language that access rights had been purchased and in effect what he was asking was an access to the highway. Mr. Ives said he thought this was a technicality that should be overlooked.

The enclosed transparencies show -
#1 - As Constructed.
#2 - Previous offer.
#3 - As now requested.
#4 indicates the traffic manner encouraged by #3.

It is my opinion that the first option, as constructed, is the safest

alternative and is in accordance with our legal obligations, (technical or not). Any modification will only increase the accident potential and grants an additional access to the highway. Had the new alignment been southerly 200', the modifications being requested would have been meaningless, the access would have been via the county road and the effect on the business would have been the same as presently occuring.

I am suspicious that the efforts being made, are to get the State to make offers and to attempt to develop a damage suit on the basis that the offers are admissions of improper action. I can not visualize any reasonable modification that is going to significantly improve Mr. Hatfields business.

I would recommend that the installation remain as is, unless, Mr. Hatfield signs your previous offer, in this event, we should honor that commitment, but anything further should be only if they can substantiate a case that would force some further action.

attachments

cc: H.C. Johnson w/o attachments

FILE
& E
ENGINEE
RIVE
0 1976

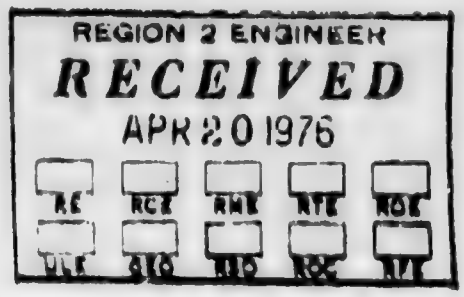
R/W File 40596

RINGO, WALTON & EVES

ATTORNEYS AT LAW

ROBERT G. RINGO
JAMES W. WALTON
S. DAVID EVES
ROBERT S. GARDNER

April 19, 1976



Mr. Gerald W. Wimer
Region II Construction Engineer
Oregon State Highway Division
2960 E State Street
Salem OR 97310

Dear Mr. Wimer:

Re: Mr. and Mrs. David Hatfield vs Oregon State Highway Division

Mr. and Mrs. Hatfield have contacted me relative to your letter of March 5, 1976. They continue to be extremely concerned about the lack of access for large truck traffic and travel trailers which, as you know, are a common occurance on the highway to the coast throught the Blodgett area. They have advised me that the only way to provide access for this type of traffic to their store and gas pump area is to eliminate the guard rails back to the bridge area, tilling and fill so that there would remain a large open access area from the Shady Bend Store out to the new highway site.

The Hatfields are concerned that they are suffering, and will continue to suffer in the future, serious ecomonic harm as a result of a change in the access. I would direct you to an earlier letter of January 9, 1976, at which time Mr. McIntyre, the resident engineer, advised the previous owner of the Shady Bend Store that the right of way on the improved route would be comparable to the one existing.

Would you please advise me what alternative solutions the State would propose within the near future.

Thanking you in advance for your courtesy and cooperation,

Very truly yours,

S. David Eves

ks
cc: Mr. and Mrs. Hatfield

4-26-76
cc Dick Nelson

605 S W JEFFERSON AVENUE • P O BOX 1067 • CORVALLIS OREGON 97330 • PHONE (503) 757-1213

REGION 2 ENGINEER
RECEIVED
MAR 05 1976
RE RCE RME RTE ROE
ULE ARO REO ROC R/W

Robert Straub
XXXXXXXXX

March 5, 1976

Mr. and Mrs. David Hatfield
Shady Bend Store
Blodgett, Oregon

Dear David and Linda:

Subject: R/W File 40596
Orrin C. Davis et al
Blodgett-Mary's River Section
Corvallis-Newport Highway

When Resident Engineer, Richard E. Nelson, and I met with you, Wanda J. (Butler) Barnes, a former owner, and your neighbors, Thursday, February 26, 1976, they were essentially requesting in your behalf a more wide open frontage similar to that at Blodgett. The need to outline the county road intersection and the difference in right of way negotiations was explained. We all apparently agree a change should not be made that isn't safer or as safe was what exists. It should be noted there is still additional guide post and signing to be constructed on this project.

You then detailed your request as follows:

1. Three posts be removed from the end of the guardrail.
2. The ditch between the old and new highways be partially filled if there are materials being removed from this project that can be utilized for this purpose.
3. A land use permit be issued to allow you use of the old highway.

The right of way file has been reviewed, former Resident Engineer L. L. MacIntyre contacted, and the matter reviewed with right of way and engineering personnel including the local Federal Highway Administration office. It was concluded that in keeping with these previous negotiations and highway safety considerations, that we could oblige your request with a very slight modification:

1. The guardrail be modified essentially as you request except that it would be reconstructed on the configuration shown on the attached sketch map. It should be noted this will cost the Highway user approximately $1,000.

2. The ditch will be partially filled if there are materials available to do so.
3. A land use permit will be issued. It will call for your maintenance of the area.
4. The old right of way negotiation called for our abandoning the old highway right of way outside of the new highway right of way. Our local Resident Engineer recommends retention of this small triangular area in front of your gas pump. If you are agreeable, it will be included in the area covered in the land use permit. If not, the Highway Division will honor its previous commitment for abandonment.

If you and your wife are agreeable to all of the above and conclude that this will satisfactorily resolve the matter, please sign the second copy of this letter and return it either to myself at the address indicated above or to Mr. Nelson at 3700 Philomath Road, Corvallis, Oregon 97330. Thank you for your consideration.

Very truly yours,

ORIGINAL SIGNED BY
G. W. WIMER

Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

GWW/dea
bcc: C. T. Keasey
L. W. Rulien
Rod Henry
Dick Nelson

AGREED TO THE ABOVE

_____
David and Linda Hatfield

_____
Date

For the record, Region Supervisor Rod Henry was consulted and agrees to the above as requested by FHWA Area Engineer Paul Riedl. It should be noted that there were no damages paid in the original negotiations. They do not clearly specify a frontage road but there is a letter in the file indicating there would be one otherwise this store would be put out of business and there should have been in that case damages paid.

Shady Bend Store

Brodgen - Bellamy
O.S.H.D. - Hwy 20
Benton County
Richard E. Nelson Res. Er
March 3 1976

OSHD R/W

OLD HWY. 20

℄ County Rd. Conn.

+ 2140

+ 50

Hwy 20

+ 2141

+ 50

Inst 37.5 ft. Type 2A G.R. (12' Radius)
1 Type 1 Anchor
1 Type C End Pc.

Remove 25 ft Type 2A G.R.
1 Type 1 Anchor
1 Type C End Pc.

File 40596

WARRANTY DEED

KNOW ALL MEN BY THESE PRESENTS, That we, Oren C. Davis and Twila M. Davis, husband and wife, legal owners; Wanda J. Butler, also known as Wanda Jean Butler, a widow, contract purchaser, Grantors, for the consideration of the sum of Nine Hundred Ninety and No/100 Dollars ($990.00) to us paid, have bargained and sold and by these presents do bargain, sell and convey unto the State of Oregon, by and through its State Highway Commission, Grantee, the following described premises, to wit:

A parcel of land lying in Section 23, Township 11 South, Range 7 West, W.M., Benton County, Oregon, and being a portion of that property described in that deed to Oren C. Davis and Twila Davis, recorded in Book 94, Page 558 and in that deed to Twila M. Davis, recorded in Book 91, Page 384 of Benton County Record of Deeds; the said parcel being that portion of said property included in a strip of land variable in width, lying on each side of the center line of the Corvallis-Newport Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 2110+20.80, said station being 1129.17 feet North and 1679.30 feet East of the South quarter corner of Section 22, Township 11 South, Range 7 West, W.M.; thence on a spiral curve right (the long chord of which bears North 59° 19' East) 500 feet; thence on a 1432.39 foot radius curve right (the long chord of which bears North 70° 38' East) 232.50 feet; thence on a spiral curve right (the long chord of which bears North 81° 57' East) 500 feet; thence North 85° 17' East, 614.51 feet; thence on a spiral curve left (the long chord of which bears North 83° 57' East) 400 feet; thence on a 2864.79 foot radius curve left (the long chord of which bears North 77° 56' 30" East) 334.17 feet; thence on a spiral curve left (the long chord of which bears North 71° 56' East) 400 feet; thence North 70° 36' East, 1198.02 feet to Engineer's center line Station 2152+00.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
2125+00		2128+67.81	90	90
2128+67.81		2134+00	90 in a straight line to 160	90
2134+00		2136+01.98	160 in a straight line to 100	90
2136+01.98		2140+01.98	100 in a straight line to 80	90 in a straight line to 80
2140+01.98		2152+00	80	80

Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 2.2 acres, more or less, outside of the existing right of way.

As a part of the consideration hereinabove stated, there is also bargained, sold, conveyed and relinquished to the Grantee all existing, future or potential common law or statutory abutter's easements of access between the right of way of the public way identified as the relocated Corvallis-Newport Highway and all of the Grantors' remaining real property; EXCEPT, however,

Reserving, for service of the said remaining property, right of access from Grantors' remaining property to the highway right of way, at the following place and for the following width:

Hwy. Engr's Sta.	Width	Side of Hwy.	Purpose
2129+20	35 feet	Northerly	Unrestricted

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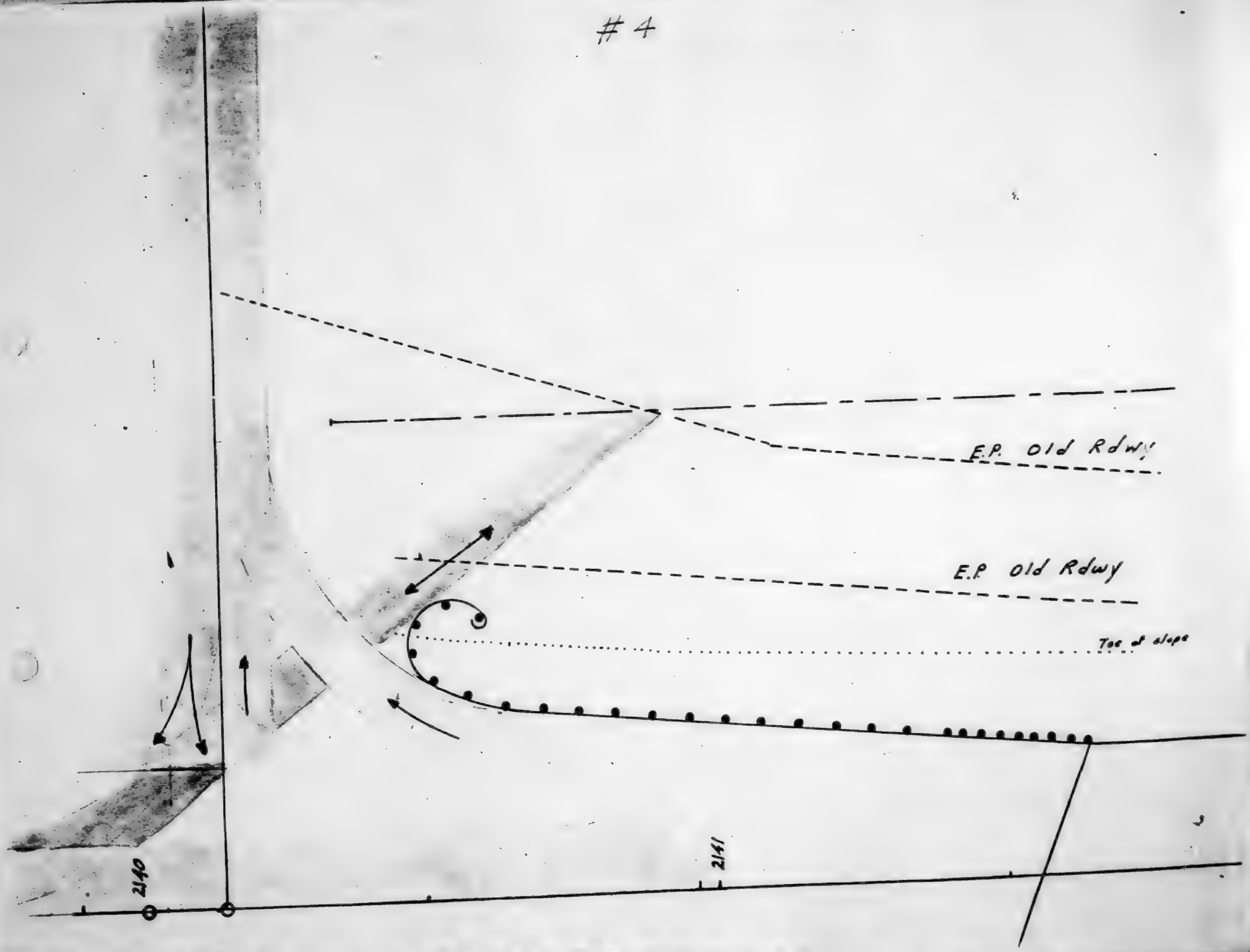
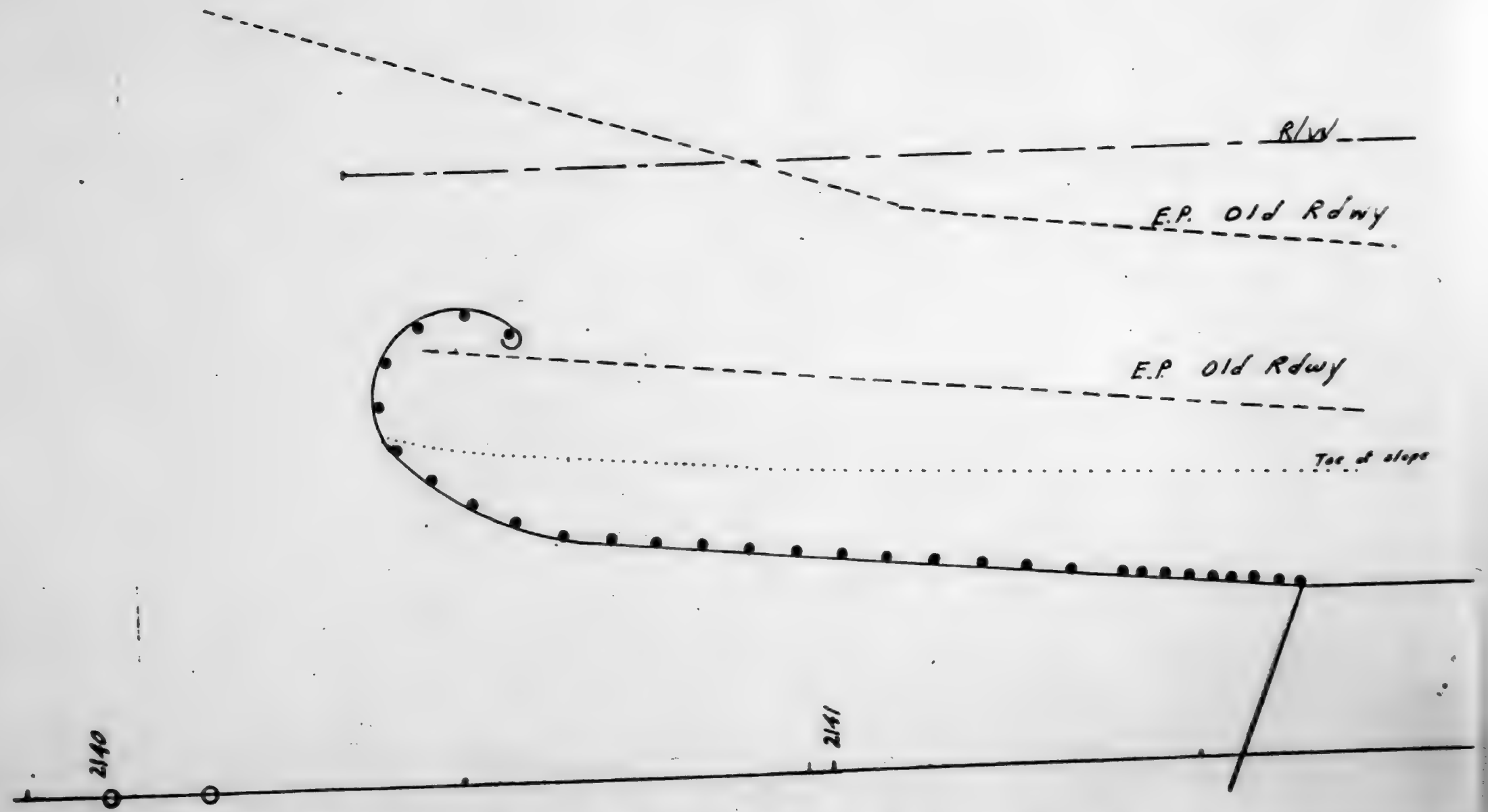
Hwy. Engr's Sta.	Width	Side of Hwy.	Purpose
2129+20	35 feet	Northerly	Unrestricted

Grantee has the right to construct or otherwise provide at any future time a public frontage road or roads; whereupon all rights of access hereinabove reserved to and from

#4




R/W
E.P. Old Rdwy
E.P Old Rdwy
Toe of slope
2140
2141

O & T. Davis
91-384

Perm. Ease
Clear Ch

Ease. RW. 29339
M-4726 # 83788

Ease. RW. 29509
M-4861 # 83974

0.22 Ac±

0.31 Ac±

130.Ac.±1

Creek

40597 (1)
260 Ac±
Deed. RW 28860
M-3703 # 82464

215 Ac± RI

Ease RW 28860
M-3704
82465

Norton

(2)
0.45 Ac.
Perm Ease
Clear Ch.

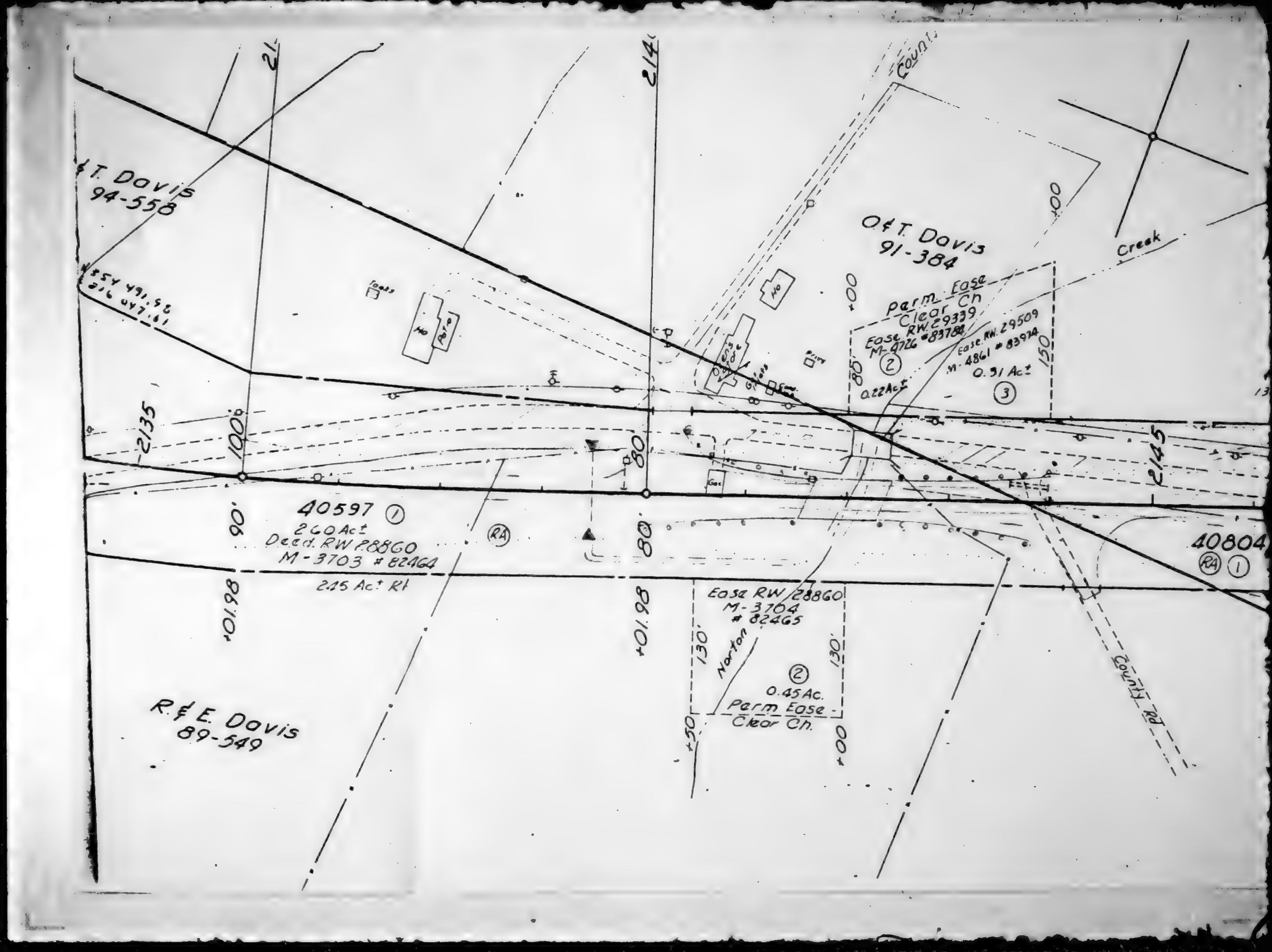
Dovis
549

40804 RW 2
M-38
(RA) (1)
0.75 Ac
0.3

Ky. Hwy. 80

Rd

90'
80'
130'
130'
+00
+50
+01.98
+01.98
+00
85'
150
2145


E.T. Davis
94-558
O.& T. Davis
91-384
County
Creek
Parm. Ease
Clear Ch
Ease RW 29339
M-4726 # 83788
Ease RW 29509
M-4861 # 83974
0.31 Ac±
0.22 Ac±
85'
150'
100'
214'
213'
145'
135'
100'
80'
90'
40597 ①
260 Ac±
Deed RW P8860
M-3703 # 82464
245 Ac± Rt
198'
198'
Ease RW 28860
M-3704
82465
130'
130'
Norton
② 0.45 Ac.
Perm Ease
Clear Ch.
50'
100'
40804
RA ①
County Rd
R.F.E. Davis
89-549

Alt #1

Sta 21+44+39.14

Remove 18.0" CR

Remove Type 1 Anchor

Inst. Type 1 Anchor

Alt #3

Sta 21+41+41

Const Rd Appr

Inst. 12"x12" Conc

Remove 87.5 C.F.

Inst 87.5 C.F.

30° Radii

C.R.

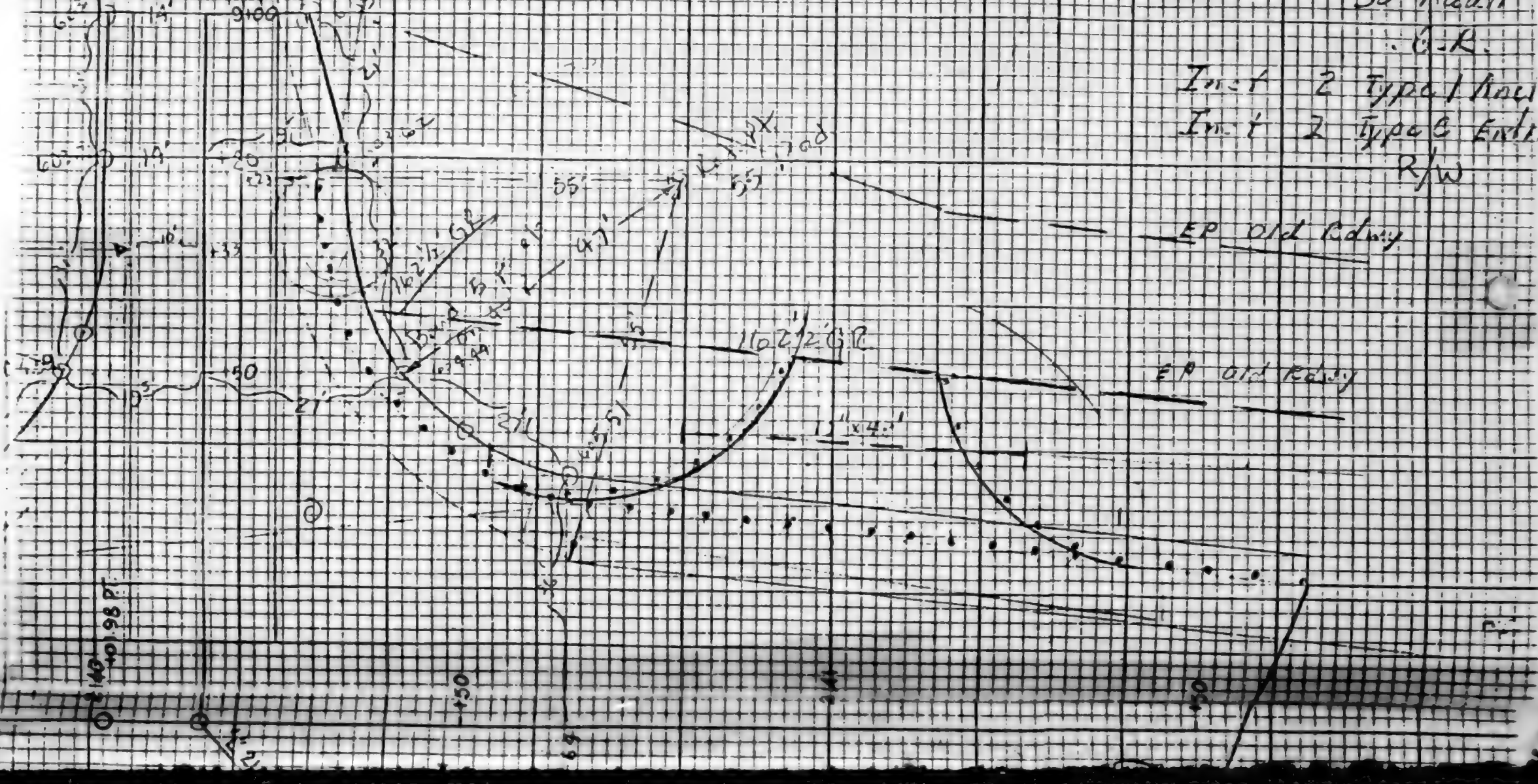
Inst 2 Type 1 Anch

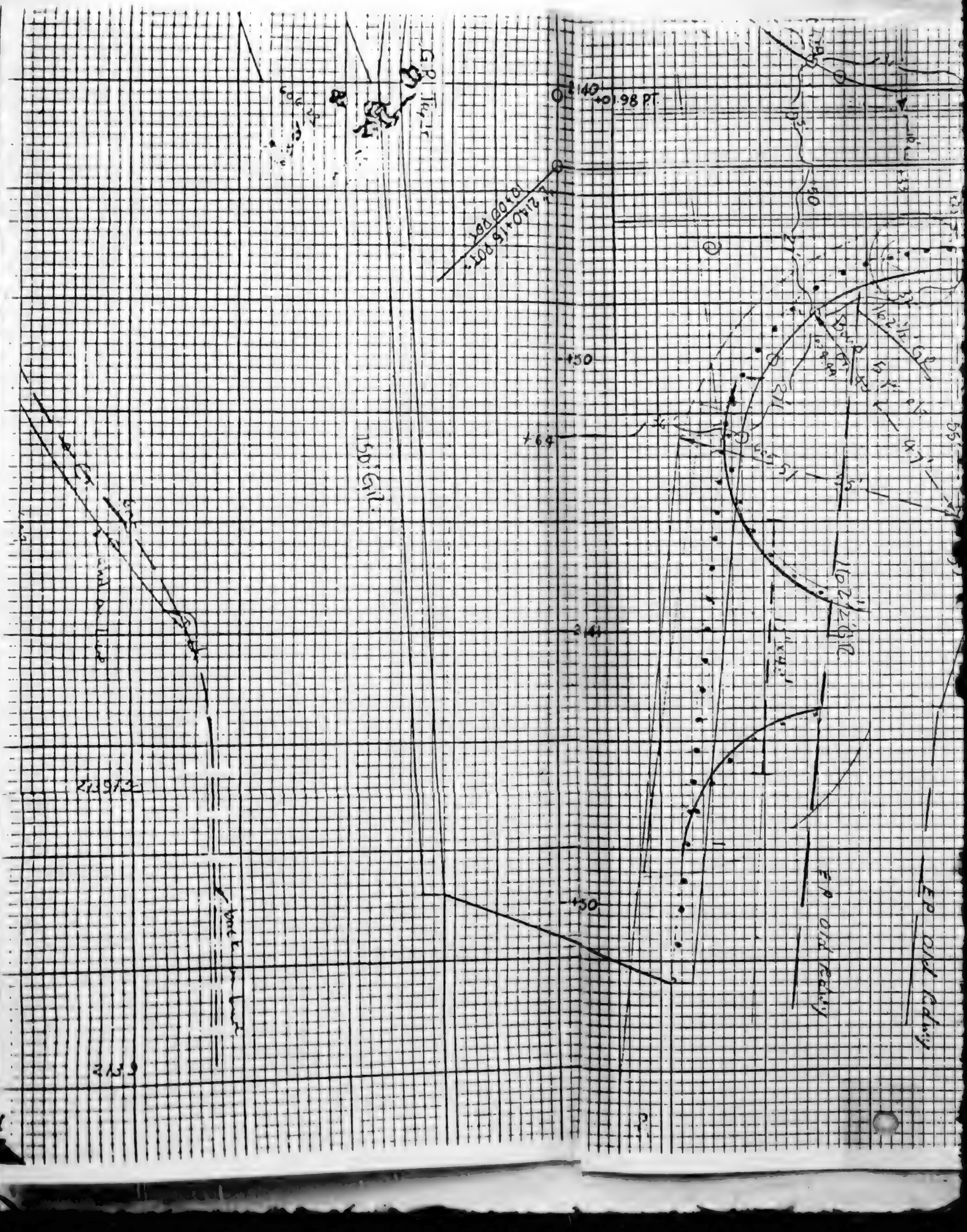
Inst 2 Type 6 Ent

R/W

EP Old Rdwy

EP Old Rdwy


9+00
60'
14'
20'
55'
33'
50'
27'
10'
10'
10


GR Tool
+0.98 PT.
+0.16 PT.
150 GAL.
+64
+50
EP and Eq
EP and Eq

FORM E-20

FILE: 2-1078

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Corvallis, OR

DATE March 1, 1976

TO G.W. Wimer
Region Construction Engineer

FROM Richard E. Nelson
Resident Engineer

000 C

SUBJECT Contract 8129
Blodgett-Gellatly Summit

As per your instructions, we have prepared estimates for revising the county road - Shady Bend access.

During our February 26, 1976 meeting with Mr. Hatfield (store owner) and community, Mr. Hatfield said he would be satisfied with removal of three guard rail posts. This would cost approximately $200 to remove one and one-half sections of rail and reinstall the anchors.

The other alternate, to remove a section of rail and provide another access requires an approach culvert, double anchors and relocation of some of the existing rail, and would cost approximately $3,250.

I have been unable to reach "Mac", however, the location survey he submitted indicates a county road access only, like what is built, the guard rail is not as extensive, however standards have changed.

I reviewed the school bus complaint with the bus company, they advise they are very happy with the intersection as it is. They do block the county road during load or unload periods, but rarely is the time involved in excess of 30 seconds.

The removal of the three posts as requested would probably at least temporarily quiet the noise down, however, as it is not going to, in my opinion, materialy effect the situation, we could be shortly faced with the question, you removed part of the rail, why can't you remove some more? To remove the rail does in effect allow access contrary to the deed provisions, it maybe could be considered as a part of the county road access, but could be hard to defend.

I believe we have constructed the section in accordance with sound design criteria and in agreement with the deed obligations. To make some modification would undoubtedly improve our public relations and make life a little easier around here, but I can not justify giving back what was purchased. It is my opinion that either of the options would not significantly improve the business and would reduce the

the safety of the facility, not improve it.

A satisfactory solution to Mr. Hatfield's business problems, without detriment to the safety of the highway user is not apparent to me. I recommend we leave it like it is.

FORM 81.714 10-70

OREGON STATE HIGHWAY DIVISION

FILE: 2-1078

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 10, 1976

FROM: David A. Haug
PROJECT DEVELOPMENT COORDINATOR

SUBJECT:

TO: Memo to Files

I received a telephone call this date from Mr. David Hatfield of the Shady Bend Store in Blodgett.

Mr. Hatfield expressed concern and dissatisfaction with a recent guardrail installation in front of his store. He thinks it is a potential safety hazard, with cars backing out onto county road, and also is hurting his business because of blocked access to state highway. (He had verbal assurance from previous owner of access to state highway.)

He also raised a question of uniform application. A similar situation exists some distance down the highway, and there is no guardrail in that location.

Mr. Hatfield has communicated with Mr. Nelson's office in Corvallis.

I relayed this information to Mr. Wimer, Region Construction Engineer, this morning. He is planning a trip to Newport some time in the next couple of weeks and will stop and discuss the problem with Mr. Hatfield.

DAH/elf

cc: Mr. David Hatfield
Shady Bend Store
Blodgett

G. W. Wimer
Dick Nelson

2-1078

MEMO OF CALL OR VISIT

TO Jerry

SECTION | DATE 12-9-75 | TIME 3:10 A.M. / P.M.

NAME, ORGANIZATION OF CALLER Shady Bit Store

Mgr. Hatfield

ACTION

☒ TELEPHONED ☐ VISITED OFFICE ☐ RETURNED YOUR CALL

☐ RADIO'D

☐ REQUESTED YOU CALL HIM AT 453-4362 ☐ _____

☐ WILL VISIT OFFICE AGAIN AT _____ A.M. P.M. ON _____

MESSAGE

Jerry Connell transferred him to this office. Jerry would like you to call him & he'll get Mgr. Hatfield on the line so you all three can discuss this man's problem

SIGNATURE

FORM 61-734-3361

F
R
H

12-10-75

Since Mr Hatfields request hadn't come through Dick, had him contact Mr Hatfield to determine specifically what he wanted. He doesn't know. When he does come up with a plan he'll contact Dick. We will issue Land Use Permit and then do a minor amount of felling the old ditch. I'll make effort to stop next trip there.

D Kemer

FILE: 2-1078

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Corvallis, OR

DATE November 10, 1975

TO MEMO TO THE FILES

FROM Richard S. Nelson
Resident Engineer

SUBJECT Contract 8129
Blodgett - Gellatly Summit Section
Corvallis - Newport Highway
Benton County

Mr. Hatfield, owner of Shady Pond Store, left of station 21+1 on the subject project, called the office and objected to guard installation in front of his store. He had visited the office on prior occassions and I had endeavored to explain to him that the only way we could leave the existing road in place in front of his store was to restrict the access to the county road. This situation had been previously discussed with G. Miner and H.C. Johnson and the as-planned treatment was agreed to, and to be covered by a use permit for use of the old highway.

Mr. Hatfield says this will put him out of business and he is going to sue. He did purchase the old store after the right of way purchase and was apparently unaware of the proposed reconstruction.

cc: Regional Office

cc C.T Keasey — Mr Hatfield called Engineer Office (John Canfield) 11-14-75. Terry Cantrell again met w/ Mr Hatfield. Recommends we still install A R but possibly fell old roadway detch behind rail.

11-17-75 JW

cc- Dick Nelson → Will follow up A Hemes

FORM 8-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 27, 1967

To: Mr. E. J. Benner
District Supervisor

E. SALEM HWY. BLDG.

SUBJECT: File No. 40596
Blodgett-Marys River Section
Corvallis-Newport Highway
Benton County

Attached you will find the Final Report for the subject file. Have Gerald Wimer approve the Right of Way obligation as indicated. Whenever there are construction obligations or obligations of an unusual nature which involve the Division office, get the approval of the Division Engineer or one of his assistants. Get his signature in full, not just initials.

K. A. Chatwood
Administrative Right of Way Agent

NOTED
E. J. BENNER

KAC:AA
Attachment
cc: G. E. Rohde

NOTED
V[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 15, 1944

105-36

SUBJECT: Dist. Attn-Iron Section
Corvallis-Newport Highway

To: Mr. Frank D. Morgan
Construction Engineer
Department

Attached is a print of a portion of the detail now on the subject project from approximate Station 2110 to Station 2345 showing colored in blue the portion of the existing highway and a portion of the county road which this office recommends be retained as a frontage road with access from the southerly side to the highway within the limits of the County road with the exception of the county road which would be the access from the frontage road to the new facility. Colored in red is a portion of the existing pavement which under this plan would be obliterated.

R. D. Asbury
Division Engineer

RDA/bar
Attach.
cc: Central Office

NOTED
E. J. BENNER

Enclosure - Crystal River Location
Copy to - Project Engineer

APPRAISAL REPORT

OREGON STATE HIGHWAY DEPARTMENT

LOCATION OF PROPERTY: [illegible] Highway
LEGAL OWNER'S ADDRESS: on the property
[illegible] Alsea, Oregon
CONTRACT BUYER: Butler - [illegible]
ADDRESS: on the property
phone 929-[illegible] - Blodgett
O. Davis c/o Senior [illegible], [illegible], Oregon - 1956 County Club Circle - phone 928-[illegible]

FILE No: 6596
NAME: Davis-Butler
SECTION: Blodgett-Mary's River
HIGHWAY: Corvallis-Newport
COUNTY: Benton
ENG. STA.: 135400 N
DESCRIPTION DATED: 11-17-66

1. TENANT: [illegible]
RENT $: [illegible] If recorded, Title [illegible] Book [illegible] Page [illegible]
IF MULTIPLE LEASES (OR [illegible]) LIST BELOW:

2. PARTIAL TAKING X [illegible] AREA OF ENTIRE PROPERTY: [illegible] 80.03
AREA IN FEE SIMPLE [illegible]: .42 acres
AREA IN PERMANENT EASEMENT(S): .80 acres
AREA IN TEMPORARY [illegible]: [illegible]

3. ACCESS BEFORE [illegible]: [illegible] to Corvallis-Newport at Engr. Access 100' at Station 2140+00 [illegible] bolled.

4. REMAINDER PROPERTY [illegible] AS FOLLOWS: Via Horton Road and State Highway [illegible] - [illegible] to East.
LANDLOCKED: [illegible] ACCESS ROAD IF ONE IS LATER CONSTRUCTED X.

5. URBAN [illegible] RURAL X [illegible] Residential LEGAL ZONE CODE: None
USE PERMITTED: [illegible]

6. HIGHEST AND BEST USE: [illegible] REMAINDER PROPERTY: Same

7. PUBLIC SEWER [illegible] X [illegible] PUBLIC FACILITIES: None
PUBLIC WATER SUPPLY: X [illegible]
CURBS: PUBLIC [illegible] [illegible] FT. WIDE, GRAVEL [illegible] 20 FT. WIDE
[illegible] to South of property.

8. SUMMARY OF VALUATION:
ENTIRE PROPERTY: [illegible] Acquired [illegible]
[illegible]

...Route 12-1-5 - Detroit ... County: Benson
O. Davis c/o Senior ... - 1156 County Clerk Eng. Sta.: 135+00 N
Circle - Route 281-2(4) ... Description Dated: 11-17-66

1. Tenant ... (Owner occupied).
Rent $ ...
If multiple tenants (or ... tenancies etc) list results: ... In Deed Book, Liber ... Book ... Page ...

2. Partial Taking X Entire Taking ... Area of Entire Property ... acres
Area in Fee Simple Taking ... acres
Area in Permanent Easement(s) ... acres
Area in Temporary Easement(s) ...

3. Access before taking: ... It is Carvelli-Report at map. Access 100' at Station 241+00 and ... Installed.

4. Remainder Property has access to highway system as follows: Via Horton Road and State Highway 21 - ... Section - 2 ... District.
Landlocked ... If landlocked road if one is later constructed X .

5. Urban ... Rural X Present Use: ... Residential Legal Zone Code None
Use permitted as ...

6. Highest and ... Remainder Property Same

7. Public Sewer ... X Public Sewage Disposal Facilities None
Public Water Supply ... X Other Water Supply None
Curbs ... Public Sidewalks ... Gravel Street 20 ft. wide, Gravel Street 20 ft. wide to South of property.

8. Summary of Valuation:
Entire Property ... Remainder Property ... Net Credit to Owner for Taking: ...

Taking:	
Land	1,5[illegible]
Improvements	- -
Damages	- -
Special Benefits	- -
Just Compensation	1,25[illegible].00

Total ... ol,

RECEIVED By Date

9. Preliminary Title ... I have given ... X Do ... Liabilities, Conditions therein ... Encumbrances.

10. Items on ... Exhibit ... However, I have not included any value for them in my ... X Equipment X Machinery ... Timber ... Nursery Stock ... Personal Property.

11. I have also made ... Comments:

Easement ... State to ... Section ... prior to ... channel clearing; and ... retained.

Date of Valuation ..., 1967

...

Rev. 12-15-65

File No. 40596

[illegible] OF THE TAKING ONLY.

DETAILED DESCRIPTION OF THE ENTIRE PROPERTY AND THE TAKING:

This is a property [illegible] located about ¼ mile east of Blodgett-Mary's River [illegible] Norton Road intersection.

The Norton [illegible] the property. [illegible] part of about 300' in depth and 200' in width from [illegible] highway. [illegible] a commercial use property. This land slopes to the east from Norton Road down to a small creek.

This portion of the property has a small grocery store and gasoline sales. There is a [illegible] store [illegible] a building, fronting Norton Road. [illegible] Norton Road north of the highway is a second part of the property. This parcel is of about 7 acres, and is triangular in shape with the road [illegible] the highway for a distance of about 1,100 feet. The land is fairly [illegible] slopes down to Norton Road to the east. The highway to the north [illegible] is hilly [illegible] about 40 feet and the land continues to slope up to the north. This land is not cultivated - has grass and weeds - no fences along highway side. There is a [illegible] on the larger portion, and attached [illegible] well system for water. The driveway is from Norton Road along the north property line (level). The house has a setback from Norton Road, [illegible] feet. The highway right has a setback of about 25 feet from the [illegible] to the nearest point of the building.

Due to topography, the property has access to the highway - no other access has been established.

Small [illegible] is included in the value.

8129 4-26-76

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RF-222(8)

STATE PROJECT NO.: Blodgett-Gellatly Summit

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RF-33

COUNTY NAME: Benton

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 6 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
2-19-75	4-16-76	Primary Route #22

STATE ROUTE NUMBER: Corvallis-Newport Highway Route #33

GENERAL LOCATION:

Small areas throughout the project.

GENERAL DESCRIPTION OF WORK:

Landscaping of roadside areas for aesthetics.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

XX ☐ CONSTRUCTION - PROCEED ON [redacted] FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of April 19, 1976 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 5 in the estimated amount of $500 - Federal Funds $390.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-26-76	G. K. Hoovenes	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8129

APPLYING TO CONTRACT PROJECTS

Order No. 5

Date March 5, 19 7

Section Blodgett - Gellatly Summit

F.A.P. No. RF-222(8)

Highway Corvallis - Newport

Prefix 2-1076 Account No. 271-05

County Benton

Description of Work To Be Done:
Landscaping of roadside areas for aesthetics.

APPROVED EMPLOYMENT DATE 4-16-76
[illegible] of project
[illegible]
BY E. K. Hoosier
E. K. Hoosier
TITLE Dist. Engineer
DATE 4-29-76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:
Small areas throughout the project.

Estimate of Quantities and Costs:

Materials -	200.00
Equipment -	50.00
Labor -	250.00
Total	$500.00

Explanation: Areas where mounds of dirt were used at the ends of abandoned roadways will be landscaped. State Forces will perform the work, general contractor not equipped to perform a small quantity of specialty work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization $884,305.43

Present estimate of project cost, including
$ 500.00 for work under this order $884,305.43

Expected under-run / over-run (amount) . . . . . $ 0

Expected under-run / over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: Richard L. Nelson
Resident Engineer

Approval Recommended: [illegible]
Regional Engineer

Approval Recommended: [illegible]
For Construction Engineer
Deputy Engineer

Approved: [illegible]
Construction Engineer

8629 1-27-'76

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F-222(8)

STATE PROJECT NO.: Blodgett-Cellatly Summit

COUNTY NAME: Benton

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RF-33

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 29 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
2-19-75	1-8-76	Primary Route 22	Primary Route 33

GENERAL LOCATION:

U.S. 20 - Blodgett N.E. 2.2 miles

GENERAL DESCRIPTION OF WORK:

Signing (Permanent) Stations 2110 + 62 thru 2222 + 50

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 1-20-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 4 in the amount of $1500 - Federal Funds $1173.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-27-76	D K Hoosman for	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Form 81-734-1108

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8229

APPLYING TO CONTRACT PROJECTS

Order No. 4

Section Blodgett - Cellatly Summit Date January 8, 1976

Highway Corvallis - Newport F.A.P. No. RF-222(8)

County Benton Prefix 2-1078 Account No. 276-04

Description of Work To Be Done: Permanent signing to be furnished and installed by State Forces.

APPROVED EFFECTIVE DATE 1-8-76
Contingent upon modification of project agreement if additional funds are required.
BY G. K. Hossner
G. K. Hossner
TITLE Dist. Engineer
DATE 1/28/76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Project limits: Station 2110+62 thru 2222+50

Estimate of Quantities and Costs:

Sign Materials	1,000
Labor	400
Equipment	100
Total	$1,500

Explanation: Signing is necessary for the direction and protection of traffic. State Forces are capable of doing the work at a savings to the public.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 884,305.83	
Present estimate of project cost, including $ 1,500 for work under this order	$ 884,305.83	
Expected under-run / over-run (amount)	$ 0	
Expected under-run / over-run (per cent)	0	

Submitted by: Richard E. Nelson — Resident Engineer

Approval Recommended: ..... For. Construction Engineer or Bridge Engineer

Approval Recommended: ..... Regional Engineer

Approved: ..... Construction Engineer

8139

R

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FEDERAL HIGHWAY ADMINSTRATION

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Benton	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
6-18-75	Original signed by P. V. RIEDL P. V. Riedl, Area Engineer		RE-222(8)

IN COMPANY WITH

Richard Nelson, Resident Engineer, OSHD.

LOCATION

Blodgett-Gellatly Summit Section of the Corvallis-Newport Highway approximately 15 miles west of Corvallis, Oregon.

CONTRACTOR NAME AND ADDRESS

Morse Bros., P. O. Box 7, Lebanon, Oregon 97355

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
3-18-75	$749,224.08	210	4-7-75	4-10-75
QUALITY OF WORK	**PROGRESS OF WORK**	**TIME ELAPSED**	**WORK COMPLETED**	
Satisfactory	Satisfactory	33%	25%	COPY SENT

REMARKS

JUN 3 0 1975

BLODGETT-GELLATLY SUMMIT SECTION
CORVALLIS-NEWPORT HIGHWAY
Grading, Paving, and Structure

Washington

This project consists of grading, placing lime-treated subgrade, cement-treated base, asphalt concrete pavement and constructing an 84'x44' structure on 2.119 miles on the Corvallis-Newport Highway.

The contractor started work on April 10, 1975 and has completed 90% of the clearing, 50% of the drainage, 40% of the grading, and 60% of the CTB aggregate crushed and stockpiled on the project.

The contractor is grading the westerly end of the project from Station 2193 to 2222+50.

The State is using a nuclear device for checking compaction of the grading material. The results show that the contractor is meeting the specification requirements using a vibratory sheeps foot compactor. Weather and soil conditions are such that the material is at or slightly above optimum moisture and the contractor is not having any problem in getting the required compaction.

NOTED
H.S.COULTER

RECEIVED
JUL 1 1975
Office of
Assistant State Highway Engineer

(more)

Form FHWA-1446 (12-73) Formerly PR-33 A Previous Editions of PR-33A will Not Be Used.

The contractor is obtaining the CTB aggregate from their commercial supplier company and has his own testing equipment and certified testers. The State is checking their work on a random periodic basis. The results of this procedure are working well and can be expanded to other locations where feasible. It is being studied on an experimental basis and will be reported on as the work progresses.

A cut slide has occurred to the right of Sta 2168. The area has broken about 40-50 ft. back of the top of the cut slope and is about 150 ft. in length. 400-500 CY have moved so far but the grade is still 10 ft. high. There is a potential of a major slide if excavation continues. The area is being studied for corrective measures. It appears that a rock inlay may be the alternate chosen and it will take approximately 4,000 CY of material to hold the slope. The cost of rock is approximately $12-$15/CY. Horizontal drains will probably be used to drain the area.

The preliminary location review showed this as a critical potential slide area. No corrective measures were established in the final design. It appears that there is lack of communication between the field location and the field design section in providing for corrective measures when a shown problem exists.

#8129

33

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

July 3, 1975

Salem, Oregon

FILE:

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

TO: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: RW File 40598
W. and E. Hahn
Slide Correction Needs
Blodgett-Gellatly Sect.
Corvallis-Newport Highway

Attached is a sketch of a portion of Right-of-Way drawing 9B-1-8 showing additional area needed from W. and E. Hahn for slide correction purposes. By a copy of this letter, Region Right-of-Way Supervisor, Rod Henry, is instructed to expedite a Permit of Entry.

Although the present plan is simply to reslope as shown for the proposed taking, some consideration is still being given to simply inlay. Even if we only inlaid, we should acquire the area shown in fee.

7-3-75

J. H. Versteeg

Please prepare description.

1 Versteeg ✓
A. Olson
Jerpin
Scott
Swenson
R. Olson
Trout

Done 7-9-75

RECEIVED
JUL 7 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

O. B. Jackmond

GWW/dea
Attach.
cc: Dick Nelson
Rod Henry

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
JUL 3 1975
CONSTRUCTION SECTION

SLIDE CORRECTION

PROPOSED R/W CHANGE

BLODGETT - GELLATLY SUMMIT

Corvallis - Newport Highway

Benton County

Res. Engr; Richard E. Nelson July 1975

Scale 1"=100' Excerpt of Drg No. 9B-1-8

346-SM

				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			*See Index*

Division Line Between the East & West Half of D.L.C. #402

E/W

2180

2170

2175

150'

142'

110'

+50

+00

+00

80'

Division Line

W. & E. Hahn
119-654

C. H. Smith
199-722

SLID

PROPOS

BLODGE

Co

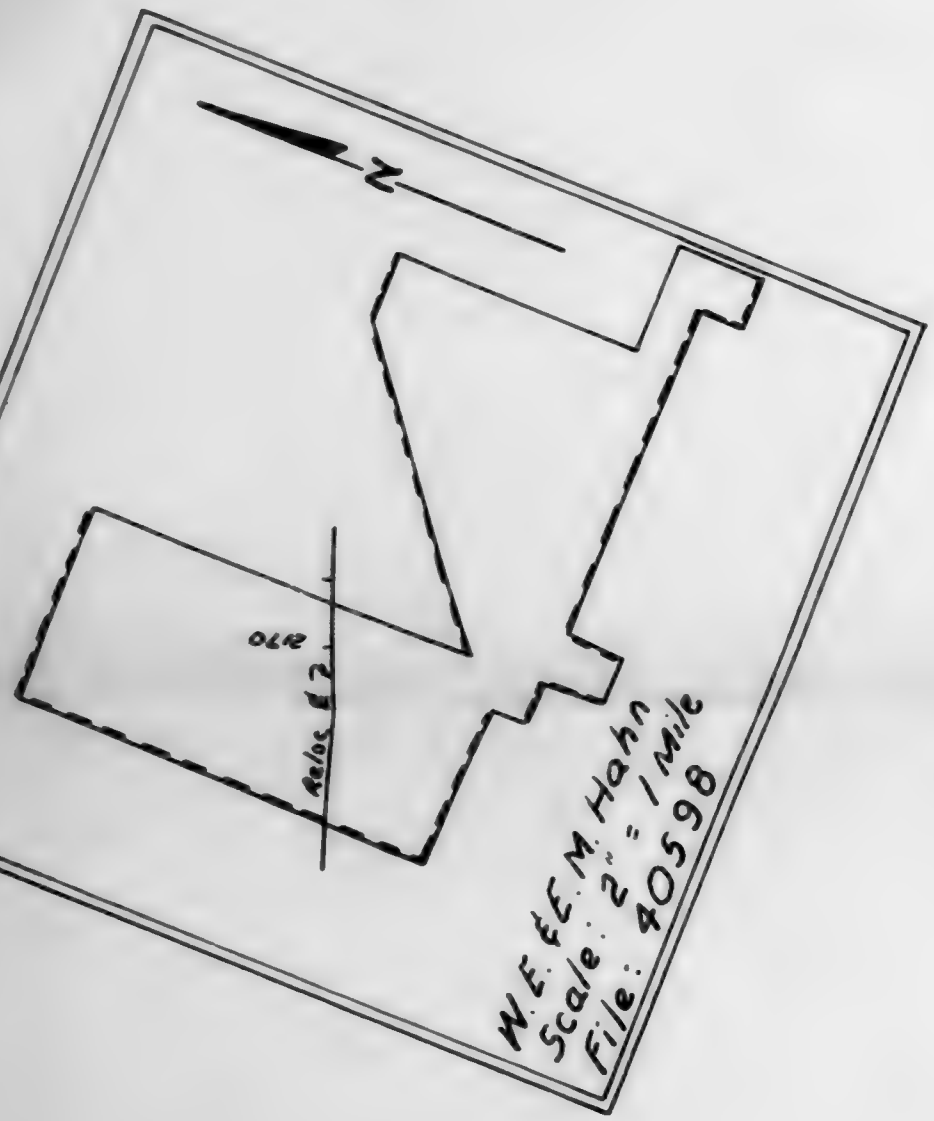
Res. En

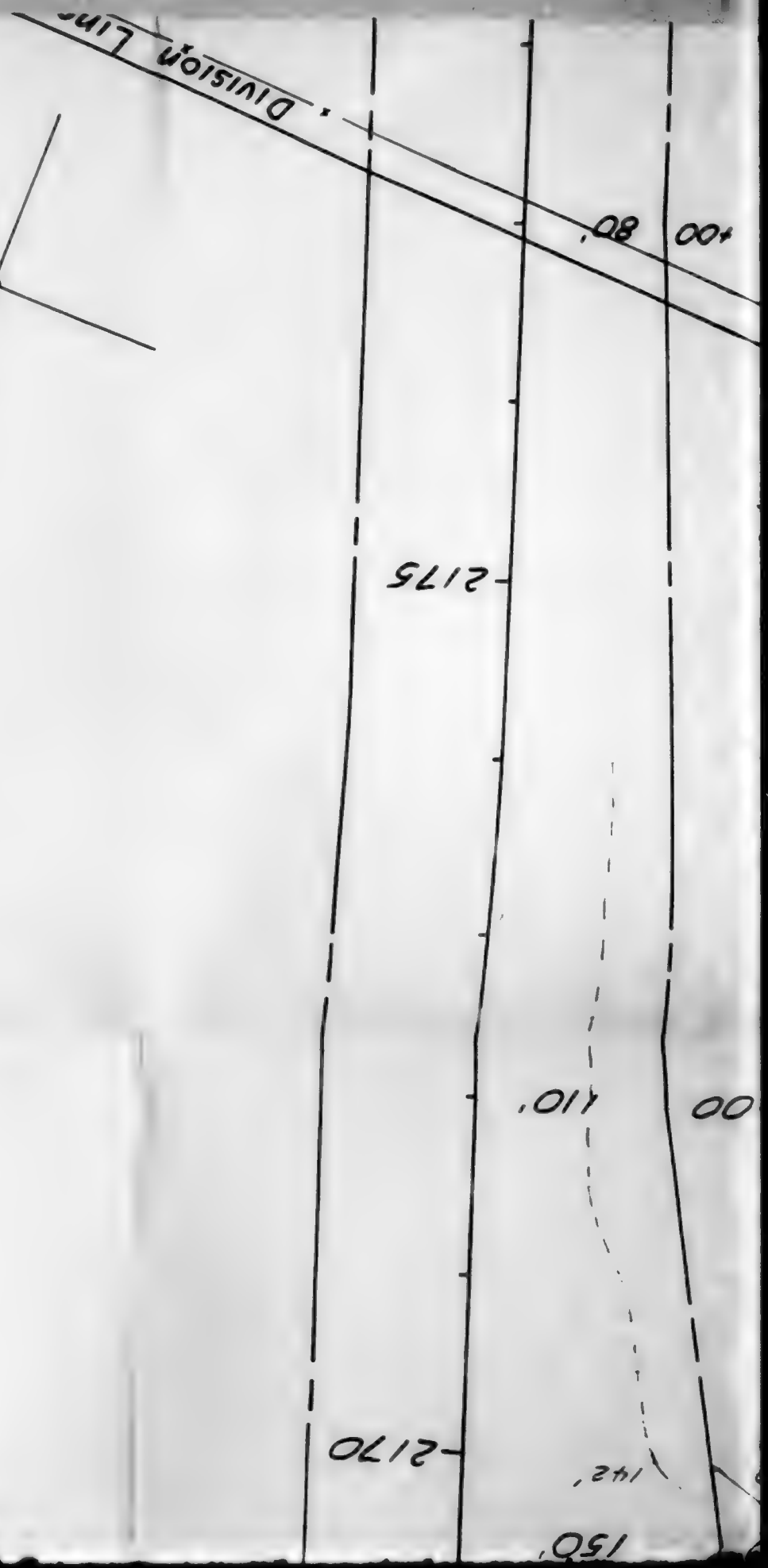
Scale

23

24

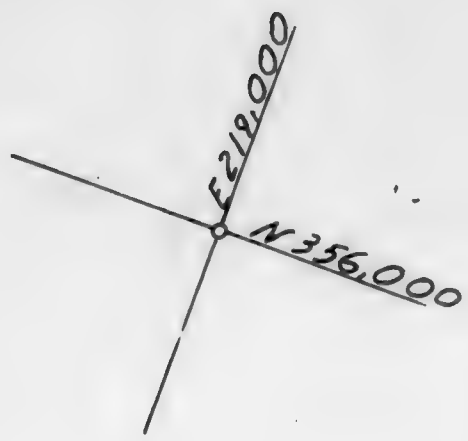
N


N
0.42
Relos. E.2
W.E. & E.M. Hahn
Scale: 2" = 1 Mile
File: 40598


DIVISION LINE
.08
00+
2175
.01+
00
2170
.2+1
150'

R. 7 W. W.M.

40


E218,000
N356,000

Reloc # 2
W. E. & E. M. Hahn
Scale: 2" = 1 Mile
File: 40598

2165
2170
103.33'
110'

2165

+50 103 33'

Proposed R/W Change 1.077 ± Acres

Toe of Cut

SLIDE AREA

Sta 2167+50 - 2169+00 Rt

+50 350 0'

+50 150'

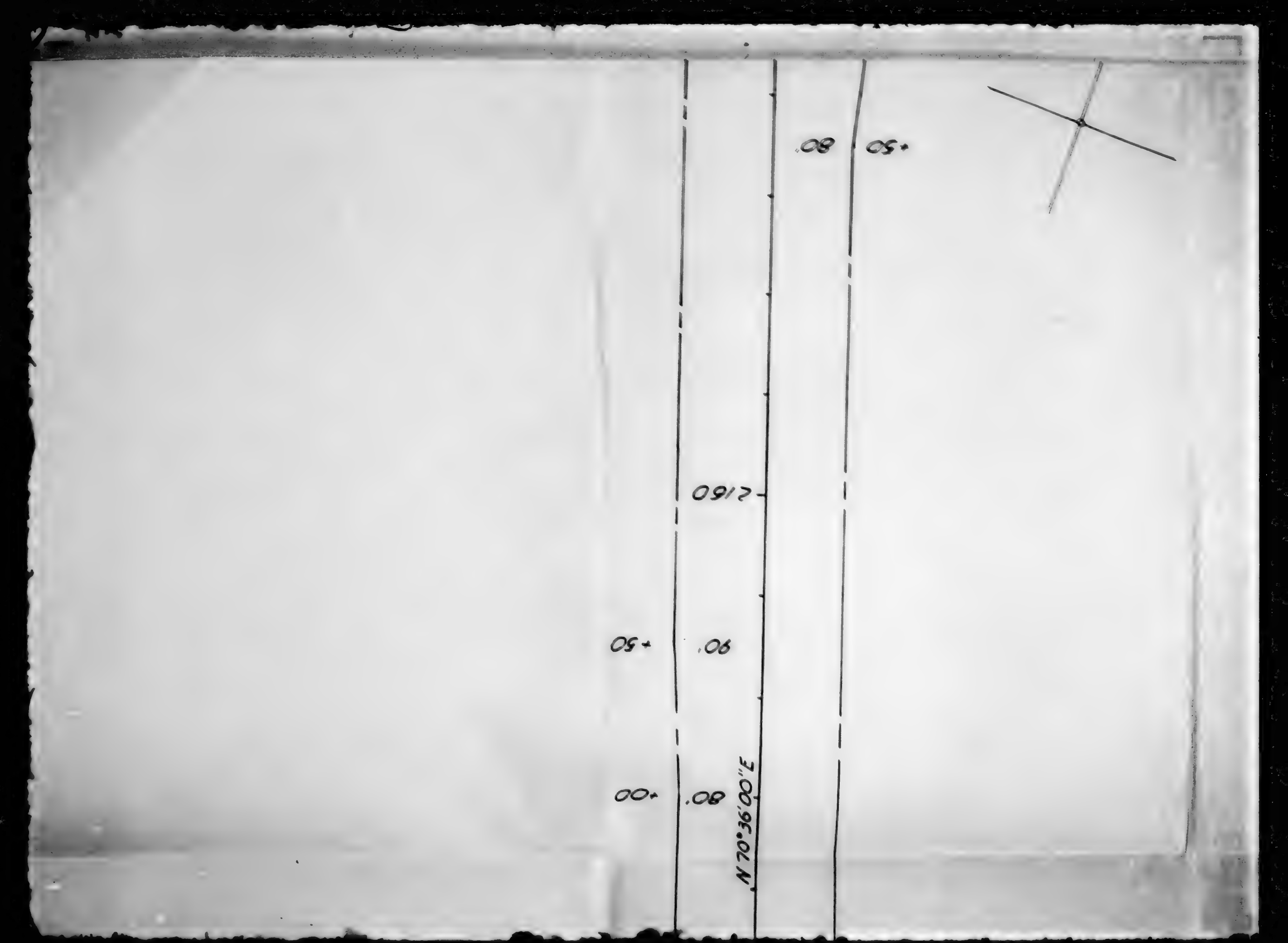
+00 142'

2170

+00 110'

N 35,600

W 119-65


.08
.50
2160
.50
.06
.00
.08
N 70°36'00" E

WM. BLODGETT D.L.C. NO.

.08

.50

2160

.05

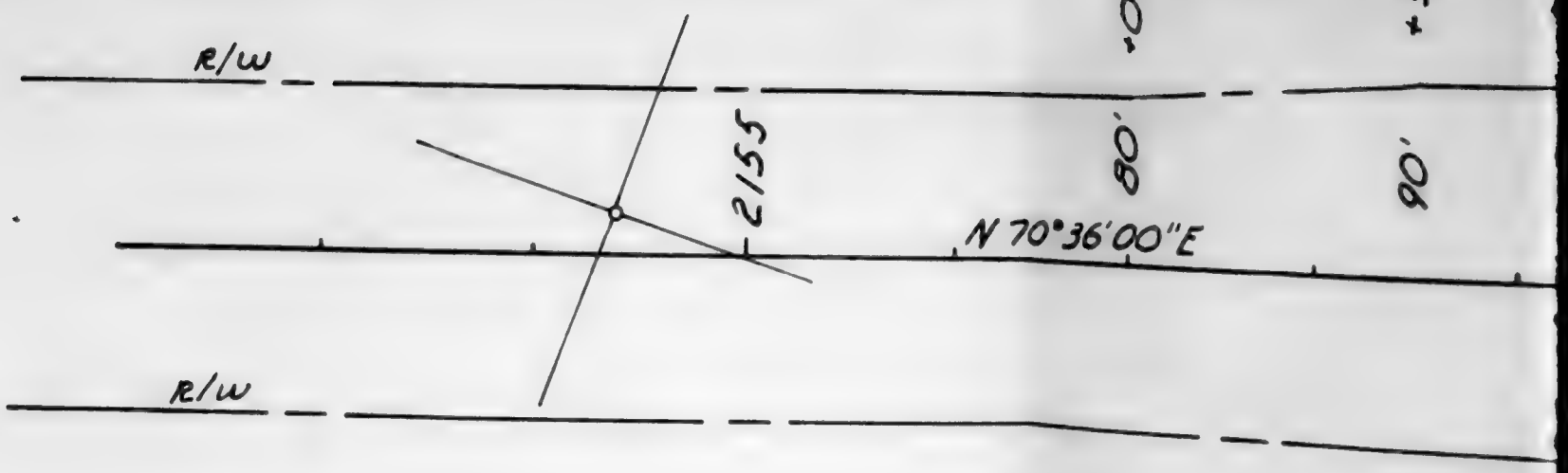
.06

.00

.08

N 70°36'00" E

W. & E. Hahn
119-654



OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8129

APPLYING TO CONTRACT PROJECTS

Order No. 2

Section Blodgett - Gellatly Summit Date June 13, 1975

Highway Corvallis - Newport F.A.P. No. RF-222(8)

County Benton Prefix 2-1078 Account No. 235-02

Description of Work To Be Done: Slide Correction Investigation -
Furnish materials, equipment, and labor required to install slope meter tubes for slide investigation.

Approval Recommended as of 6-10-75

Location by Station Numbers:
Station 2166+00 to 2169+00 right.

APPROVED EFFECTIVE DATE 6-10-75
Contingent upon modification of project agreement if additional funds are required.
BY G. K. Hossner
G. K. Hossner
TITLE Dist. Engineer
DATE 7/8/75
FEDERAL HIGHWAY ADMINISTRATION

Estimate of Quantities and Costs:

Materials	500.00
Equipment	1,500.00
Labor	3,000.00
Total	$5,000.00

Explanation: This work is to be performed by State Forces. It is necessary to collect data for the preparation of a slide correction plan. Funding is available from the anticipated item "slide correction."

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 884,305.83
Present estimate of project cost, including $ 5,000.00 for work under this order	$ 884,305.83
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: Richard E. Nelson
Richard E. Nelson
Resident Engineer

Approval Recommended: J. L. Kramer
Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer
Adm.

8129

Robert W. Straub
xxxxxxxxxxx

Mr. Keith Burns, Executive Assistant
Office of the Governor
State Capitol
Salem, OR 97310

May 23, 1975

bc Transportation Commission
George M. Baldwin
A. E. Johnson
E. S. Hunter
L. W. Rullen
V. E. Skoog

Dear Keith:

The accelerated program contains two projects on Highway 20 (Corvallis-Newport Highway):

Blodgett-Gellatly Summit	$ 884,000
Gellatly Summit-Wren	987,000
	$1,871,000

The Blodgett-Gellatly Summit project was originally scheduled for 1975 and the Gellatly Summit-Wren project was advanced from our 1979 schedule.

The original document outlining a possible six-year program was the subject of hearings throughout the state. It contained two additional projects on Highway 20 to be contracted in 1978:

Coast Range Summit-Burnt Woods	$1,000,000
Burnt Woods-Dudlee Hill	$1,500,000

After the hearings were held and analyzed, revisions to the original program were made. Projects were added to Highway 42 and in the Astoria area. Projects in other areas were delayed in order to finance these additions. The two projects scheduled for 1978 on Highway 20 fall into this latter category.

We will recommend to the Transportation Commission that the Burnt Woods-Dudlee Hill project be put back in the six-year program for construction in 1978 as it appeared in the original program.

Very truly yours,

FBK:ms ja

F. B. Klaboe, Administrator
and State Highway Engineer

Oregon State Highway Division

Federal Aid Project
No. RF-222(8)

BLODGETT-GELLATLY SUMMIT SECTION

CORVALLIS-NEWPORT HIGHWAY IN BENTON COUNTY

Salem, Oregon, March 19, 1975

Project Agreement Estimate.

Type Code 6204

Roadway (Sta. 2110+62 to Sta. 2222+50)

Mobilization	All Required		$ 40,000.00
Temporary Protection and Direction of Traffic	All Required		5,300.00
Temporary Signs	360 sq.ft.	4.75	1,710.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	1,600 lin.ft.	3.70	5,920.00
Flagmen	500 hour	17.50	8,750.00
Clearing and Grubbing	All Required		7,000.00
Removal of Structures and Obstructions	All Required		1,500.00
Ditch Excavation	855 cu.yd.	3.00	2,565.00
General Excavation	73,530 cu.yd.	0.95	69,853.50
Overhaul	3,530 "C" yd.sta.	0.90	3,177.00
Trench Excavation	890 cu.yd.	7.00	6,230.00
Finishing Roadbed and Slopes	All Required		6,500.00
Obliteration of Roadway	10,800 sq.yd.	1.00	10,800.00
Watering	960 M-gal.	8.00	7,680.00
Aggregate Shoulders	4,600 ton	6.00	27,600.00
Lime Treated Subgrade	55,000 sq.yd.	0.45	24,750.00
Lime for Treated Subgrade	620 ton	53.00	32,860.00
Cement Treated Base Mixture	23,600 ton	5.00	118,000.00
Portland Cement in CTB Mixture	1,300 ton	50.00	65,000.00
Asphalt in Seal	70 ton	95.00	6,650.00
Class "B" or Class "C" Asphalt Concrete Mixture	13,360 ton	7.50	100,200.00
Asphalt Cement in Mixture	870 ton	80.00	69,600.00
Asphalt in Tack Coat	5 ton	137.50	687.50
12-inch Culvert Pipe	434 lin.ft.	6.61	2,868.74
18-inch Culvert Pipe	486 lin.ft.	7.65	3,717.90
24-inch Culvert Pipe	68 lin.ft.	10.38	705.84
30-inch Culvert Pipe	96 lin.ft.	12.88	1,236.48
36-inch Culvert Pipe	78 lin.ft.	17.64	1,375.92
6-inch Drain Pipe	624 lin.ft.	4.25	2,652.00
8-inch Drain Pipe	3,150 lin.ft.	3.54	11,151.00
Special Filter Material in Drains	485 cu.yd.	4.17	2,022.45
Guard Rail, Type 2A	613 lin.ft.	8.75	5,363.75
Guard Rail, Type B	150 lin.ft.	19.00	2,850.00

Guard Rail Anchors, Type 1	6 only	350.00	$ 2,100.00
Extra for Guard Rail Bridge Connections	2 only	425.00	850.00
Rail End Pieces, Type C	6 only	135.00	810.00
Extra for Asphalt Approaches	23 only	225.00	5,175.00
Paved Culvert End Slopes	460 sq.ft.	7.50	3,450.00
Loose Riprap, Class 100	820 cu.yd.	11.10	9,102.00
Guide Posts	100 only	15.00	1,500.00
Roadside Seeding and Mulching	10 acre	425.00	4,250.00
			$683,514.08

Additional Items

Slide Correction (E.W.)	All Required		$ 10,000.00
On-the-Job Trainee (2 @ $800) (E.W.)	All Required		1,600.00
Temporary Erosion Control (E.W.)	All Required		3,000.00
Excavate Below Subgrade (E.W.)	All Required		10,000.00
			$ 24,600.00
	Subtotal		$708,114.08
	Engineering		95,594.92
	Total		$803,709.00

Type Code X080

Bridge No. 773A (Sta. 2141+56 to Sta. 2142+39.92)

Bridge Removal Work	All Required		$ 3,000.00
Structure Excavation	70 cu.yd.	10.00	700.00
Furnish HP 10x42 Steel Piling	672 lin.ft.	9.00	6,048.00
Drive Steel Piles	24 only	200.00	4,800.00
Splice Steel Piles	5 only	25.00	125.00
Structural Concrete, Class 3300 (60 cu.yd.)	All Required		8,500.00
4'x25'/30' Prestressed Slabs	33 only	900.00	29,700.00
Reinforcement (6,700 lb.)	All Required		2,300.00
Reinforced Concrete Bridge End Panels	208 sq.yd.	34.00	7,072.00
Metal Rail	165 lin.ft.	21.00	3,465.00
	Subtotal		$ 65,710.00
	Engineering		8,870.00
	Total		$ 74,580.00

Length of Roadway - - - - - 2.103 miles
Length of Structure - - - - 0.016 mile
Total 2.119 miles

Cost of Roadway per Mile- - $382,172.61

Retained in Program Status

Permanent Signing (S.F.)	All Required	$ 1,500.00
Consumers Power, Inc.	All Required	1,200.00
Clean up of Norton Cr. Channel	All Required	1,000.00
Class "C" Mod. Asphalt Concrete Overlay on Str.	All Required	400.00
	Subtotal	$ 4,100.00
	Engineering	553.00
	Total	$ 4,653.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$803,709.00	$628,420.00	$175,289.00
Bridge	74,580.00	58,314.00	16,266.00
Subtotal	$878,289.00	$686,734.00	$191,555.00
Retain in Program	4,653.00	3,638.00	1,015.00
Total	$882,942.00	$690,372.00	$192,570.00

Group 1 - 100%

Contract No. 8129

Prefix 2-1078

BLODGETT-GELLATLY SUMMIT SECTION

Nonparticipating - State Work

Permanent Pavement Striping	All Required	$ 500.00
Stage Construction Striping	All Required	200.00
State Responsibility for Damages	All Required	500.00
		$1,200.00

8129

3-18-75

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RF-222(8)

STATE PROJECT NO.
BLODGETT-GELLATLY
SUMMIT SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
RF-33

COUNTY NAME
BENTON

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
MAR 20 '75
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	FEBRUARY 7, 1975	PRIMARY ROUTE 22 CORVALLIS-NEWPORT HIGHWAY ROUTE 33

GENERAL LOCATION:

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK: YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR CONSUMERS POWER INC., EFFECTIVE 2-7-75. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $9,208.00 IS APPROVED. SINCE THE UTILITY IS NOT ADEQUATELY STAFFED OR EQUIPPED TO PERFORM A PORTION OF THE WORK WITH ITS OWN FORCES THE CONTRACT METHOD OF PERFORMING SUCH WORK, AS INDICATED IN THE ESTIMATE, IS SATISFACTORY PROVIDING THE APPROPRIATE CIVIL RIGHTS CLAUSES ARE INCLUDED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[X] OTHER (Specify)
UTILITY ADJUSTMENT

RECEIVED
MAR 21 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[ ] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
YOU ARE AUTHORIZED TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF THE FEDERAL-AID HIGHWAY PROGRAM MANUAL.

WE APPROVE THE AGREEMENT WITH THE CONSUMERS POWER INC., CONSISTING OF YOUR 2-26-75 UTILITIES AND RAILROAD ENGINEER'S LETTER, THE FEBRUARY 7TH AND 12TH CONSUMERS POWER INC., LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. CARTWRIGHT'S MARCH 10, 1975 LETTER. THE EXISTANCE OF MR. JIM VALENTINE'S CERTIFICATION OF THE CONSUMERS POWER INC., PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-10-75	Edward Cole	A DIVISION ENGINEER 3-24-75

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) MAY BE USED

ORIGINAL TO
L.W. Rulien

OREGON STATE HIGHWAY DEPARTMENT

BRIDGE FOUNDATION EXPLORATION LOG
BRIDGE DIVISION

Bridge No. 773A * Bridge Location Norton Creek Bridge Site

Date 1-23-67, 196.... * Highway Newport-Corvalis County Benton

Prefix 2-1401-906 Exploration Equipment Used Division III Longyear Drill

* Show Bridge No. and Date only on all holes after first.

Sta. 214+40 Lft. 10, C. L. ..... Rt. ..... Suf. Elev. 600 Hole No. 1 ly of .....**

** Show total number of holes on last log. Location and elevation taken from vicinity map.

DEPTH FROM - TO Grnd. Surf.	DATE	DESCRIPTION OF MATERIAL AND RATE OF DRILLING	RESISTANCE SOUNDINGS BLOWS PER FT. ***	% CORE RECOV. SAMPLE
0 to 9'		Soil: Top soil of PL+ gray and brown mixed silty clay.		
		(8½' to 10') DS#1 Same	--- 3,19,23/6"	
9' to 16'		Soil: Gray and brown mixed silty clay hard pan. Nearly the same as above but more plastic and firmer.		
16' to 22'		Rock: In place interbedded hard gray shales. Used rock bit to 20 foot depth then cored on down		
		20' to 22' Core run No. 1	--- ---	90%
		Lost Core bit in hole. (20' to 21') Pile test	--	50/1"
		22' Bottom of T.H.		
SAMPLE Show Cumulative		Water Level: about 8' streem bed.		

NOTE: Mail copies at **END OF HOLE.** Show zones for all samples taken. Show water level after waiting period. Show length of waiting period.

REMARKS: Core BBl: 5 foot double bbl. swivel head BX-HW.

Casing: BXDD thick wall casing set to 10' denth.

NOTED

W. C. HILL

*** Hammer 140 Pounds - Fall 30 Ins. Sampler 2" split tube O.D. Driller Tole

cc: Bridge Engineer (white) Supervisor (green)
Resident Engineer (pink) Driller (yellow)

Supervisor Glen Adamson

Form E-426 (5-66)

Oregon State Highway Department

BRIDGE FOUNDATION FIELD EXPLORATION DATA

Bridge No. 113A
Bent or Pier No. ____
Hole No. 1 LT of ____

Project NORTON CRK BR
____ Line, Sta. 214+92 Lt. 10 C. L. ____ Rt. ____

Date 1-12-67
Driller Tuck
Equip. Dw. 2 4.

Elevation	Depth	Sample—Size Depth	140=/30" BL./FT.	Pile Test—Depth	140=/12" BL./FT.	Core—Size Depth	Rate of Drilling	Percent Recovered	Casing—Size Depth	Ground Water—Depth	Moisture Content	Material Hardness	Description of Soil-Gravel-Mixture Type Rock or Shale
	1												0-8
	2												GRAY VEY SILTY CLAY
	3												BROWN-GREEN WEATHERED
	4												SILT STONE.
	5												
	6												
	7												
	8												
	9	#1	3 / 19 / 23 / 6"										9'
	10												GREEN-BROWN WEATHERED
	11												SILT STONE
	12												
	13												
	14												
	15												
	16												
	17												
	18					CORE #1							
	19												
	20	#2 - 50/11											
	21												
	22						BOTTOM						
	23												
	24												
	25												
	26												
	27												
	28												
	29												
	30												
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NOTED
W. C. HILL

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: sequential numbers

Index:

INDEXING: Begins with #8095 Ends with: # 8129 cont. on Reel 176

FLASH CARDS:

Remarks:

Reel No. 175 Reduction Ration 21X Project No —

Camera: Name Bell & Howell Model Filmmaster Film 16mm

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 26th day of February 1986 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Tia Mabry